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American Railroad Journal.

New York Saturday, April 2, 1870.

Chesapeake and Ohio Railroad.

THE CHESAPEAKE AND OHIO RAILROAD will unite the harbors of the Atlantic coast with the inland navigation of the West, by a short, constant and economical line. The greater part of it is already in active operation, and a force of 7,000 men is engaged on the construction of the remainder.

When completed from the deep waters of the James River to the confluence of the Big Sandy with the Ohio, it will afford the shortest, cheapest and most reliable route for the products of the West and Southwest to the seaboard, and the quickest for passenger travel to and from the national capital. Connecting and tributary lines of railroad are projected and constructing in Ohio and Kentucky, which will give ready transit to and from the great railroad centres of the Mississippi Valley and the Pacific Railroads.

Inexhaustible deposits of iron ore and free-burning coal are found along the line of the road, which must contribute an important local traffic, in addition to that already drawn from the rich agricultural regions adjacent,

The Loan intrusted to our hands is one of the most important ever negotiated in this country; it is based upon a mortgage covering four hundred and thirty-seven miles of main line, equipment, &c., for which there is ample present security in completed road and work done.

The Bonds we offer have assurances of prominence and activity in the money markets of the world.

It is of great importance to purchasers of railroad securities to secure those which shall be widely known and actively dealt in and have a ready market hereafter.

For Trustees of Estates, Widows, Orphans, Clergymen, Farmers, and prudent investors generally, who desire to invest money securely, at a reasonable rate of interest, and avoid paying the premium on Government Bonds, the loan of the CHESAPEAKE AND OHIO RAILROAD COMPANY affords the desired channel for investment, and has been selected by us with special reference to this extensive want.

The Loan is in Bonds of \$100, \$500 and \$1,000, Coupon or Registered. They have thirty years to run. Interest six per cent., payable May 1 and November 1. Principal and interest payable in Gold in the city of New York.

Price, 90 and accrued interest.

Bonds delivered at all points free of express charges.

FISK & HATCH,
Bankers, &c., 5 Nassau street.

Electric Signal Apparatus for Railroads.

The following article, which we copy from the *Journal of the Telegraph*, is from the pen of GEORGE B. PRESCOTT, Esq., Electrician Western Union Telegraph Company, and author of the "History, Theory and Practice of the Electric Telegraph."

One of the earliest and most important applications of electro-magnetism was made in connection with the operation of railroads. On some roads the movement of trains is entirely regulated by telegraphic signals. The conditions under which trains or engines are allowed to move are, that every train leaving or passing a station is signalled out to the next station, and must not go on till the out signal is taken. Its arrival is signalled back to the last station, and no second train is allowed to follow until the first has arrived; for no two trains are permitted to be on the same length of railway between two signal

stations at the same time. A train is considered in when within the protection of the semaphore signals of the station, and the telegraph permission for a second train to follow refers only to the open line, as far as the previous train is concerned, and extends only to the distant signals of the station. On approaching the station, the train is subservient to the visible signals.

The most ingenious and reliable apparatus for railway signals which I have ever seen are those in operation on the New York and New Haven Railroad, invented by Mr. THOMAS S. HALL, of Stamford, Conn., consisting of a series of automatic electro-magnetic signals for switches, draw-bridges and road crossings. The signals are both sonorous and visual, a red disc being displayed, and a bell rung, whenever a switch is displaced, a draw-bridge opened, or a train approaches a road crossing. The apparatus for raising the signals and ringing the bells, is the same in principle for every application, the difference in the various devices consisting in the method for operating the signals. The movement of a switch causes a circuit to be closed which rings a bell and exhibits a red signal until the switch is replaced. The removal of the bolt which permits the opening of a draw-bridge, causes a bell to ring and a danger signal to be exhibited until the draw-bridge is closed. The road crossing signals are operated by the pressure of the car wheels upon a lever attached to the rail, which closes an electric circuit and holds it closed until the train passes the crossing and the wheels press upon another lever, which opens the circuit, when the danger signal drops and the bell stops ringing. These signals are admirably adapted for the use upon single track railroads for preventing collisions, and upon both single and double track roads for preventing trains from running into each other from behind. They can very readily be arranged for signalling the position of every train upon the entire length of a road so as to render it impossible—unless the engineer should wilfully disregard the signals—for any two trains to collide, or for one train to run into another from behind. For deep cuts or short curves where the track cannot be seen for any considerable distance ahead, these signals would prove of the most invaluable service, and if generally adopted upon all the railways in the country would be the means of largely decreasing the annual destruction by railway accidents of both life and property.

The operation of these signals being automatic, they are not subject to the contingencies which render those made by hand so unreliable, for the most careful of men will sometimes forget to exhibit the signals, or become confused and give the wrong ones, while these automatic signals will not fail by night or day to perform their ap-

pointed duty with all the reliability and precision of perfect mechanism.

These instruments being inexpensive, simple in design, effectual and reliable in operation and constructed in the most thorough and durable manner, will, I trust, meet the consideration which they deserve, and ultimately be generally adopted upon all railroads.

The Houston (Texas) Union says the grading and bridging on the railroad line from Brenham to Burton, fourteen miles, is as good as completed.

Illinois Central Railroad.

The receipts from operations of this road for the year ending December 31, 1869, were as follows:

From freight	\$4,602,817 06
" passengers	1,702,629 35
" sleeping cars	24,547 00
" extra baggage	2,028 73
" mails	76,372 22
" express	179,179 88
" rent of property	115,625 73
" rent of cars	23,371 63
" dockage	13,426 25

\$6,739,997 80

Net earnings over Chicago, Burlington and Quincy Railroad, as per contract

546,899 64

Net earnings over Peoria and Oquawka Railroad, as per contract

94,100 46

Total earnings in Illinois

\$7,380,997 90

Earnings over leased lines in Iowa—

Dubuque and Sioux City	1,290,588 63
Iowa Falls and Sioux City (6 mos.)	40,924 16
Cedar Falls and Minnesota	110,971 51

Total

\$8,823,482 20

Less operating expenses, viz:

Salaries	\$175,620 29
General expenses	257,959 93
Legal expenses	17,365 22
Claims and damages	68,501 88
Station expenses	691,587 00
Freight train expenses	740,036 34
Passenger	252,713 30
Repairs of engines	569,755 87
cars	494,451 15
tools, etc.	53,228 78
Cleaning engines	54,340 33
cars	17,977 43
Equipment expenses	56,724 65
Repairs of road	1,215,207 88
bridges	93,820 98
fencing	107,062 26
Operating St. Charles Air Line	7,567 12
Insurance	40,673 79

4,924,594 20

Leaving net earnings

\$3,898,888 00

Deduct—

Charter tax paid State of Illinois	\$464,933 31
Charter tax paid State of Iowa	14,424 84
Rent of leased lines	532,154 47

1,011,512 62

\$2,887,375 38

Add—

Amount applicable to Interest Fund, as per Land Office Report	\$318,325 24
Amount applicable to Free Land Fund, as per Land Office Report	446,815 59

765,140 83

Net amount, as shown in General Balance Sheet

\$3,652,516 21

GENERAL STATEMENT OF ACCOUNTS.

Balance of net cash assets as shown in last annual report	\$2,012,927 83
Gross earnings, as above, in 1869	8,823,482 20
Net receipts of Land Department	2,422,850 83
Decrease in working st'k of supplies	79,912 86
Six per cent. Sterling Redemption bonds issued in exchange for six per cent. Construction bonds	103,500 00
	\$13,442,673 22
Permanent expenditures	\$884,776 99
Operation expenses, as above	4,924,594 20
Tax paid the State of Illinois, being 7 per cent. on the gross earnings for the year ending October 31, 1869	464,933 31
Tax paid the State of Iowa on the gross earnings of leased lines to December 31, 1869	14,424 84
Rent of leased lines in Iowa for the year ending December 31, 1869	532,154 47
Interest on funded debt	580,900 00
Sterling exchange on coupons payable in London	64,536 90
Dividends paid in 1869, being 10 per cent. on the capital stock, and including United States tax	2,660,247 37
Bonds purchased in 1869—	
7 per cent. Construction	\$767,500
6 per cent. Construction	2,000
Sterling Redemption	28,000
Currency Redemption	60,500
	858,000 00
Construction 6 per cents received in exchange for new Sterling Redemption bonds	103,500 00
Premiums and commissions paid on bonds called, purchased and exchanged	143,825 09
Amount of construction bond fund	519,500 00
Balance, consisting of net cash assets in New York and Chicago, and exclusive of the working stock of supplies	1,691,280 05
	\$13,442,673 22

It will be seen that the gross earnings were \$8,823,482 20, working expenses \$4,924,594 20, State taxes \$479,358 15, and rent of leased lines in Iowa \$532,154 47, leaving net earnings \$2,887,375 38, against \$2,414,984 58 in 1868, being a gain of \$472,390 80, or 19½ per cent. The percentage of expenses to earnings, including State taxes, was 61.25 per cent. against 64.37 in 1868.

The gross earnings in Illinois were \$7,380,997 90, and the net \$2,732,756 16, being an increase over last year of \$438,009 43.

The gross earnings of the leased lines, included in above amount, were \$1,442,484 30, working expenses \$741,285 77, State taxes \$14,424 84, and rent \$532,154 47, leaving a net profit of \$154,619 22. The President in his report says:

It will be observed that there is an increase of 103½ miles in leased lines in Iowa, as compared with last report. The extension comprises 54 miles of the Cedar Falls and Minnesota Railroad, and 49 miles of the Iowa Falls and Sioux City Railroad—making a total length of 258½ miles now worked in Iowa. The harvest has been ample, and we have found profitable employment there for all the motive power and rolling stock we have been able to spare from the line in Illinois. The Iowa line has been worked successfully; the great benefit resulting has been found in the increase of traffic upon the line in Illinois north of Mendota.

As the Southern States have become more prosperous, our traffic with that section has considerably increased. I recommend the most intimate relations with the Railways of the South, and with that view shall deem the construction of a line from Columbus to Cairo most fortunate for

this company, the distance being twenty-four miles, and the line, when built, placing us in connection by rail with the Mobile and Ohio Railroad.

The tonnage hauled during the year was 1,601,972 tons, against 1,439,675 in 1868, and the average distance each ton was hauled was 158.14 miles, against 157 miles in 1868. This, owing to the decline in the value of cereals, has been transported at a considerably reduced rate per ton per mile, as compared with the previous year.

Our expenditures on maintenance of way during the year amounted to \$1,314,028 86, which includes the cost of 8,255.6 tons new iron. The length of track relaid with new iron was 85.35 miles, and with repaired iron 75.42 miles; of which 14.76 miles with new iron, and 3.77 miles with repaired iron, were in Iowa. Of the \$98,820 98 charged to account of bridging, a large amount was expended in the cost of six spans of iron bridge over the Illinois River, replacing the same length of wooden bridge.

The amount charged to permanent expenditure was \$884,776 99, of which \$431,592 70 was for construction, and \$441,713 for equipment. Construction includes the cost of ballasting with rock and gravel 52.78 miles of track, amount, \$93,313 50; bridging, \$67,923 03; new station buildings, \$73,181 43; additional water works, \$18,063 20; 9.24 miles of new sidings, \$125,953 73. Of the total amount charged to construction, \$60,815 91 was expended on leased lines for new sidings, ballasting, station buildings, etc. The track has been improved; motive power and rolling stock have been well maintained, important additions having been made to both during the year by building 7 new engines and 3 hundred and 80 cars.

The bridge across the Mississippi, between Dunleith and Dubuque, opened on the 1st of January, 1869, has been used successfully, and enabled us to transport without interruption a large amount of freight.

The amount paid for dividends, including Government tax, during the year was two million six hundred and sixty thousand two hundred and forty-seven dollars and thirty-seven cents; six hundred and forty-five thousand four hundred and thirty-six dollars and ninety cents was paid for interest on Funded Debt and Sterling Exchange, leaving a balance of one million six hundred and ninety-one thousand two hundred and eighty dollars and five cents cash assets. We hold a stock of working supplies costing seven hundred and twenty-six dollars and ninety-three cents; a fund of five hundred and nineteen thousand and five hundred dollars set aside for the purchase of Construction Bonds, and two million five hundred and seventy-nine thousand dollars of Construction Bonds in hands of Trustees in anticipation of collections. It will be observed that the net from traffic in Illinois was more than equal to our dividend in 1869.

The Funded Debt was reduced \$858,000, and on the 1st January amounted to \$8,519,500, or, deducting the special fund above referred to, leaves an even sum of \$8,000,000.

The low price of wheat, and the almost total failure of corn through the central portion of the State, made it difficult for the farmers to pay up in full to the Land Department. The collections amounted to \$2,551,717 70. During the year there were surrendered to the Trustees, \$1,467,000 of Construction Bonds. Of the \$3,385,774 Construction Bonds now in hands of Trustees, \$2,579,000 are in advance of collections. There were 85,860 acres sold to 1,521 purchasers, for \$899,348 71, being an average of \$10.48 per acre, and of 56 acres to each purchaser. Up to the close of the year, 1,356,830.51 acres of the original grant of land had been deeded to purchasers, and returns thereof made to the State authorities. The amount owing to the company for lands sold, was \$4,492,351 60, and the number of acres unsold, 457,779.17, of which nearly 400,000 acres are located south of the centre of the State.

The annual meeting of the shareholders will be held in Chicago, on Wednesday, the 25th day of May next. The term of service of three directors will expire at that date.

GENERAL BALANCE SHEET.

Permanent expenditures.....	\$32,785,264 30
Interest & dividend account.....	\$12,480,571 32
Less avails of interest fund.....	3,652,516 21
	8,828,055 11
Net cash assets New York and Chicago.....	1,691,280 05
Working stock of supplies.....	764,226 93
Premium paid on bonds delivered Land Department in anticipation of collections.....	129,563 61
	\$44,198,380 00
Capital stock.....	\$25,278,710 00
Canceled bond scrip.....	18,170 00
Funded debt—	
Construction bonds due April 1, 1875, 7 per cent.....	\$3,187,500
Construction bonds, due April 1, 1875, 6 per ct.	332,600
Currency Redemption Bonds due April 1, 1890.....	2,500,000
Sterling Redempt'n B'ds due April 1, 1875.....	2,500,000
	\$8,519,500
Less Construction Bond Fund.....	519,500
	8,000,000 00
Bonds delivered Land Department.....	13,480,500
Less in hands of Trustees.....	2,579,000
	10,901,500 00
	\$44,198,380 00
NET CASH ASSETS.	
Cash assets, New York office.....	\$1,653,990 18
Less sundry coupons.....	104,687 88
	\$1,549,302 30
Cash assets Chicago office.....	\$865,614 74
Less liabilities.....	728,636 99
	141,977 75
Total amount at debit in General Balance Sheet.....	\$1,691,280 05
PERMANENT EXPENDITURES.	
Construction.....	\$431,592 70
Equipment.....	441,713 00
Engineering expenses.....	7,905 99
Right of way.....	3,565 30
	\$884,776 99
Add amount at debit of this account in last annual report.....	31,900,487 31
Total amount at debit in General Balance Sheet.....	\$32,785,264 30
INTEREST ACCOUNT.	
Construction bond coupons, April and October.....	\$277,495 00
Interest on redemption bonds, in currency.....	152,910 00
Interest on sterling redemption b'ds.....	150,495 00
Premium on sterling exchange to pay coupons in London.....	64,536 90
	\$645,436 90
Dividends on share—	
Dividend of February, 1869, 5 per cent.....	\$1,263,580 00
Dividend of August, 1869, 5 per cent.....	1,263,655 00
U. S. tax on above.....	133,012 37
	2,660,247 37
	\$3,305,684 27
Add amount at debit of this acc't in last Annual Report.....	9,174,887 05
Total amount at debit in General Balance Sheet.....	\$12,480,571 32

Capital stock has been increased \$1,440 by the conversion of cancelled bond scrip.

The working stock of supplies consist of wood, coal, etc., on Chicago, North and Iowa Divisions, \$64,135 78; engineering materials and tools, \$361,847 37; materials at shops, \$334,732 01; stationery, \$3,511 77—total, at debit in General Balance Sheet, \$764,226 93.

The lands remaining unsold are located as follows: on Main Line—between Cairo and the Ohio and Mississippi Railroad 272,812.52 acres; between the Ohio and Mississippi Railroad and Decatur 61,054.64; between Decatur and Dixon, 17,794.26; between Dixon and Dunleith, 16,533 02. On the Chicago Branch—between the Ohio and Mississippi Railroad and Tolono, 54,355.14; and between Tolono and Chicago, 35,729.59—total, 457,779.17 acres.

During the year 7 new first class engines were built at the company's works, making the number owned by them at the close of the year, 177; of these, 80 were employed on passenger trains, 107 on freight, 24 on other trains, and 16 undergoing repairs. 42 engines have received general repairs, 54 thorough repairs, of which 10 have been rebuilt, and 5 have been altered to burn coal, leaving but 3 wood burners on the road.

The number of miles run by engines with passenger trains, was 1,225,430; with freight trains; 3,437,072; with construction trains, 154,485; switching, 497,316—total, 5,414,303, an increase of 820,857 over the previous year. Cost of repairs, \$610,566 03. Cost of repairs per mile run, 11.27 cents against 12.72 cents in 1868. The total cost per mile, including wages, fuel, oil, waste, tallow and cleaning, has been 25.49 cents, against 27.57 cents in 1868, 29.62 cents in 1867, and 32.67 cents in 1866—the total cost being \$1,381,349 88, against \$1,266,531 96 in 1868, and \$1,116,102 66 in 1867. The cost of oil, waste and tallow per mile run, has been 0.73 cents; of fuel, 6.56 cents. Av. miles run to a pint oil, 14.37; to a ton of coal, 37.07.

The company have 85 passenger, 1 officers', 1 pay, 41 baggage, mail and express, 13 sleeping, 2,481 grain, 50 Blue Line, 320 stock, 319 flat, 1,019 coal, 2 powder, 4 derrick, 3 tool and 2 tank cars, and 4 large and 10 small snow plows. There have been added to the rolling stock 4 sleeping, 2 baggage and smokers', 224 grain and 150 flat cars. 6 passenger and 102 freight cars were rebuilt. 4,790 new wheels were used in repairs of cars during the year. The cost of repairing passenger cars has been 4.19 cents, and of freight cars 0.67 cents per mile run.

The total number of passengers carried was 1,399,416—an increase over the previous year of 86,785. Number carried one mile, 53,306,016—an increase of 5,678,195. Av. number of miles traveled by each passenger, 38.09. Av. fare of each passenger, \$1 50.28. Revenue per mile of road, \$2,178 13.

Tons of freight transported 1,601,972—an increase of 162,297. Tons carried one mile, 253,336,118—an increase of 27,482,708. Tons carried one mile north, 131,855,431; do., south, 121,480,687. Tons of local freight carried one mile, 242,140,616; do., through do., 11,195,502. Av. distance each ton was carried 158.14 miles. Av. revenue per ton, \$3 93.88. Revenue per mile of road, \$6,535 33.64.

The amount of expenditures in road department, has been for operation, \$1,607,778 37 and permanent, \$441,959 53. There were used in repairs of road, 341,179 cross ties, 591,720 lbs. spike, 21,262 chairs, 60,609 fish plates and bolts, 38,198 bars of new iron, 45,883 bars of repaired iron, 10,921 bars of old iron and 1,073 bars of steel and steel headed rail. The length of track relaid was 183.46 miles.

President.—JOHN M. DOUGLASS.

Directors.—His Excellency, John M. Palmer, Governor of Illinois, Ex Officio. Thomas E. Walker, Wilson G. Hunt, Jonathan Sturges, until May, 1870; R. Daniel Wolterbeek, Cunningham Borthwick, H. H. Hunnewell, until May 1871; Abram S. Hewitt, William Tracy, W. H. Osborn, until May, 1872; Henry Chauncey, George Bliss, John M. Douglas, until May, 1873.

Gen'l Superintendent.—MARVIN HUGHITT.

Treasurer.—THOMAS E. WALKER.

Land Commissioner.—JOHN B. CALHOUN.

Homogeneous Rails.

The Chief Engineer of the Allegheny Valley Railroad, H. Blackstone, Esq., in his report to the company, makes the following comparison between iron and steel rails:

In regard to the durability of iron rails I have never seen a rail perfectly homogeneous worn out; neither have I ever heard any civil engineer say that he had, and I have frequently asked the question: In speaking of these things to a prominent iron manufacturer of this city, he kindly proposed to furnish to this company a couple of iron rails made from his common merchant bar. These were received and laid on the track in March 1868, and on the opposite side of the track were laid steel headed-rails, manufactured in Michigan. Both were laid at a point where it was supposed they would receive the roughest service. In less than six months some of the steel rails were given out, and shortly after they were lifted and Brady's Bend rails supplied. These were worn out and others supplied and worn out, while the two rails furnished by the party above referred to, remain in the track apparently little the worse of the service.

Steel Rails.

The President of the Baltimore and Ohio Railroad Company in his last annual report says:

The experience of the company in the use of steel rails has resulted very favorably. Steel rails laid in 1864, where the wear had been great, and frequent renewals of iron had been required, continue still in excellent condition. The great durability of steel, compared with iron rails, will make the comparative ultimate cost, in roads with heavy traffic, much in favor of the former. During the past year 2,717 tons of steel rails have been placed in our tracks, and arrangements have been made for a large additional quantity for the current year.

The field work on the Martinsburg and Potomac railroad is expected to be completed to Martinsburg by the 10th of April; the proposals for construction ready by the 25th, and the contracts all made and the first spade put into the ground on the 1st of June next. Orders have been given for the immediate construction of the bridge across the Potomac to the point at which the location of the road will commence.

The ordinance recently passed by the Baltimore City Council, and sanctioned by the Legislature of Maryland, authorizing the city to subscribe one million dollars to the stock of the Virginia Valley Railroad Company, and a loan to pay such subscription, has been ratified by a vote of the citizens.

Allegheny Valley Railroad.

At an adjourned meeting of the stockholders of this company, held in Pittsburgh on the 24th ult., the annual reports of the Board of managers and officers was presented. From these we learn that the earnings of the road during the year ending January 31, 1870, were:

From passengers.....	\$436,074 69
"freights.....	861,125 68
"express.....	7,200 00
"mail.....	6,585 00
"rents.....	2,375 87
"miscellaneous.....	1,415 78

\$1,204,777 02

And the expenses were:

Conducting transp.....	\$183,065 44
Motive power.....	175,203 86
Maintenance of way....	180,456 73
Maintenance of cars....	38,138 56
General expenses.....	116,987 75

698,852 34

Leaving net earnings.....\$510,924 68

The gross earnings of the year ending January 31, 1869, were \$928,083 37; and the expenses, \$682,863 69—leaving net earnings for that year, \$245,219 68; showing an increase in gross earnings of \$276,693 65, with an increase in expenses of only \$10,988 65—the increase of net earnings being \$265,705.

The total expenses were 57.6 per cent., including the general expenses which were 9.7 per cent. The actual expenses chargeable to transportation were 47.9 per cent. of the gross earnings.

The number of barrels of crude petroleum transported during the year was 726,800, against 564,667 the previous year—an increase of 161,433. Refined oil, 508,899 barrels, against 595,577 barrels in 1868-'69—decrease, 86,678. Bituminous coal northward, 81,395 tons—an increase over the previous year of 61,008 tons. Bituminous coal southward, 208,192 tons—a decrease of 5,800 tons. The entire tonnage both ways was 667,821 tons. The number of passengers carried was 465,338—an increase of 102,535. The increase in local freight earnings was \$160,393 17; and in through freight earnings, \$43,392 38—total, \$203,785 55. The increase in local passenger traffic was \$66,178 49; and in through passenger traffic, \$6,352 64—total, \$72,531 13.

Four new locomotives, four first class passenger coaches, one baggage car, and one mail car were purchased during the year. One first class locomotive was built in the Company's shop, and two more under way will be completed during the year. The Superintendent thinks that four new freight engines will be required this year to perform the large and increasing business of the company.

The President in his report says that a considerable sum will be required during the coming year for general purposes. The new bridge must be covered and some of those on the old part of the line will have to be rebuilt and others thoroughly strengthened; additional water stations and sidings are also necessary, and the long line of trestle work at Scrubgrass and Foster must be filled in.

The business of the road requires a double track between Pittsburgh and Hulton; its construction will be commenced early in the spring, and it should be extended to Freeport and still

further northward as the finances of the company will permit.

The equipment of the road is in good order, but not adequate to the business, and a large increase will be necessary during the present year. One hundred and fifty freight cars have already been contracted for, and an additional number of passenger and freight cars and locomotives will be needed under the new arrangement for a through line between Pittsburgh and Buffalo.

The bonded and other indebtedness of the Company on the 31st of January, 1869, was as follows:

First mortgage bonds.....	\$354,000 00
Second mortgage bonds.....	172,000 00
General mortgage.....	3,118,000 00
Floating debt.....	2,362,328 67
Bond for real estate.....	21,564 73

\$6,027,893 40

The bonded and other indebtedness on the 31st of January, 1870, was:

First mortgage.....	\$146,000 00
Second mortgage.....	39,000 00
General mortgage.....	3,785,000 00
Bonds paid to the Commonwealth of Pennsylvania in exchange for Sunbury and Erie bonds.....	3,500,000 00
First mortgage bonds, Eastern Extension.....	59,000 00
Floating debt.....	531,113 77
Bonds for real estate.....	21,564 73

\$8,081,678 50

Increase of bonded debt, \$3,885,000; decrease of floating debt, \$1,831,214 90.

The 7 3-10 general mortgage bonds were issued and sold with the understanding that a portion of them would be retained in the hands of the Company equal in amount to the bonds of the first and second mortgage, and to be exchanged therefor. Up to the present time \$429,000 in bonds have been thus exchanged, and \$185,000 remain to be exchanged. It is presumed the holders of the remainder of the first and second mortgage will be glad to exchange them during the coming year.

The reduction of the floating debt, together with the surplus of expenditure over and above the gross receipts of the Company for the year 1869 was realized from the sale of the Sunbury & Erie bonds received from the Commonwealth of Pennsylvania.

The expenditures for construction during the year were \$332,965 32.

The total length of the main track from Canal street, Pittsburgh, to Venango City is 131.50 miles. The main track to connect with the Oil City and Allegheny River Railroad from the passenger station to the bridge is 1,100 feet; length of bridge, 676 feet; length of north approach, 1,090 feet, making 0.52 mile, which gives a total length of road of 132.02 miles. Including individual and company's sidings it is 160.42 miles.

The bridge over the Allegheny River was completed and first used for traffic on the 2d of February.

With the exception of one note of \$8,000, not yet due, the personal liabilities of the managers, which at one time amounted to over a million and a half of dollars, in behalf of the company, have been paid off during the last fiscal year.

The President has succeeded in negotiating a contract with the Oil City and Allegheny River

Railroad, the Buffalo, Corry and Pittsburgh Railroad, and the Lake Shore and Michigan Southern Railroad, for the establishment of a through line of passengers and freight between Pittsburgh and Buffalo without change of cars. In the transportation of freight it is believed this line will successfully compete with any other, and for passengers the beauty of its scenery on the Allegheny, the strange sights of the Oil Regions, through the heart of which it passes, the attractions of Chautauque Lake, which it strikes in Western New York; its equal rapidity of transit, and its advantages of being without change of cars, will cause it to be greatly preferred. The first through shipment from Buffalo arrived on the 19th of March.

The work on the eastern extension of the road, it is said, will be commenced early in the spring, and pushed vigorously.

The office of the company is at Pittsburgh, Pa. The officers are: President, Wm. Phillips; General Superintendent, J. J. Lawrence; Assistant Superintendent, Thomas M. King; Chief Engineer, H. Blackstone; Treasurer, John Ballantine; Auditor, A. F. Rowland; Master Mechanic, George D. Glass.

The Troy Board of Trade has appointed a committee to have a survey made of the proposed railroad between that city and Guilderland, to connect with the Albany and Susquehanna Railroad. The following gentlemen compose the committee: Wm. Kemp, Hannibal Green, Townsend Burden, Chester Griswold and Walter P. Warren.

The engineers are now making their final survey for the route of the Western Maryland Railroad from Owings' Mills into the city of Baltimore, to the mouth of the proposed tunnel of the Baltimore and Potomac Railroad, on Kirby's Lane, at the junction of Winchester street. That end of the road is to be commenced forthwith, so soon as the survey is completed.

Pennsylvania Railroad.

We gave in our issue of February 26th, the Report of the President of the Pennsylvania Railroad Company for the year ending December 31, 1869. The following is the

GENERAL ACCOUNT.

To capital stock.....	\$33,493,112 50
First mort. six per cent. bonds, due in 1880.....	4,972,000 00
Second mort. six per cent. bonds, due in 1875.....	4,866,840 00
General mort. six per cent. bonds, due in 1910.....	6,826,500 00
Lien of the State upon the Public Works between Philadelphia and Pittsburgh, purchased by this company, bearing 5 per cent. interest, payable in annual instalments of \$460,000, applicable first to the interest, and the remainder to principal—original amount of which was \$7,500,000.....	6,082,538 14
Short bonds or debentures, six per cent., due in 1871.....	1,114,224 00
Mortgages and ground rents, at six per ct., remaining on real estate purchased.....	102,809 32
Bills and accounts payable, including dividend due to stockholders unpaid.....	5,573,323 10
Contingent fund.....	1,000,000 00
Balance.....	998,955 46

\$65,030,302 52

By balance standing on books of the company for the construction of the railway between Harrisburg and Pittsburg, including branches to Indiana and Hollidaysburg (in all 276 miles); also for cost of stations, warehouses, shops and shop machinery on the whole road from Philadelphia to Pittsburg	\$14,087,741 13
Balance standing on books of the company for the purchase of the Philadelphia and Columbia Railroad	5,875,733 43
Balance standing to the debit of equipment of road, consisting of 608 locomotives, 294 passenger cars, 123 baggage, mail and express cars, 9,200 freight cars, and 1,054 road cars	6,182,448 17
Cost of real estate of company and telegraph line	4,271,506 88
Extension of Pennsylvania Railroad to south bank of the Monongahela, and to the Delaware river, including wharves and grain elevator	2,475,437 10
15,365 shares Harrisburg and Lancaster Railroad stock	768,250 00
25,547 shares Connecting railway stock	1,277,350 00
31,636 shares capital stock of the Philadelphia and Erie Railroad Company, exclusive of 48,000 shares of preferred 8 p. ct. stock in the sinking fund	779,637 26
Stock and bonds upon the line of railway between Pittsburg and Columbus, Ohio, as standing upon the books of the company at this date	7,676,695 31
70,231 shares of capital stock of the Pennsylvania Canal Company	1,101,156 00
Amount of bonds and stock of municipal and other railroad corporations	6,019,221 01
Cost of bonds and stocks in the sinking fund, to pay Pennsylvania Railroad second mortgage bonds, and the bonds of the Harrisburg and Lancaster Railroad Company	2,433,432 35
Amount of fuel and materials on hand for repairs to locomotives, cars, and maintenance of way, &c., on the Pennsylvania Railroad	1,899,428 49
Amount advanced to pay for fuel and materials on hand for repairs to locomotives and cars, and maintenance of way for the Philadelphia and Erie Railroad	407,854 00
Amount advanced to operate the Philadelphia and Erie Railroad	538,337 50
Amount of bills and accounts receivable, and amount due from other railroads	8,086,147 79
Balance in hands of agents	804,182 36
Balance in hands of treasurer	845,743 74
	\$65,030,302 52

THOS. T. FIRTH, Treasurer.

Philadelphia, December 31, 1869.

Columbia and Port Deposit Railroad.

The Columbia (Pa.) and Port Deposit (Md.) Railroad has been placed under contract to the Pennsylvania line, from the point to where it is completed above Port Deposit. The distance to be graded in Maryland is about six miles, which the contract requires to be finished by September next. Messrs. J. J. Heckart, John Keaveney and Joseph W. Reynolds, of Port Deposit, are the parties who have taken the contract, and will commence work in a few days. Twelve miles of the road, in Pennsylvania, will be put under con-

tract next month, and the prospect seems favorable for the completion of the road in 1871.

Pittsburg, Ft. Wayne & Chicago Railway.

The annual meeting of the stockholders of this company was held in Pittsburg on the 23d ult. The meeting was organized with Col. Wm. Thaw as President and F. M. Hutchinson, Esq., as Secretary.

Gen. Cass, President of the company, presented the annual report of the Board of Directors, from which we extract the following:

The report which your Board makes to you to-day is of a character different from any heretofore submitted. The duties and responsibilities of your Board are very much diminished, and wholly changed, and your relations to your property are correspondingly modified. The lease of your railway and property, which was executed on the 7th of June last, approved by you on the 24th of June, was carried into practical execution on the 1st of July, following, by a surrender of the same to the Pennsylvania Railroad Company, and by that company received according to the terms of the lease, and since managed and controlled exclusively by that company.

During the six months of the lease the gross earnings were as follows:

Earnings of main line	\$3,950,409 10
Sixty per cent. of the earnings of New Castle Branch	73,542 53
Sixty per cent. of earnings of Lawrence Branch	36,078 07
Sixty per cent. of earnings of Akron Branch	79,908 77
Interest due from Cleveland and Pittsburg Railroad Co.	6,943 75
	\$4,146,882 22
Expenses of main line	\$2,143,145 62
Expenses of New Castle Branch	38,476 83
Expenses of Lawrence Branch	27,994 35
Expenses of Akron Br.	63,261 33
	2,277,878 13

Leaving a profit of

Amount paid and payable by the terms of the lease

Due Cleveland & Pittsburg Railroad Company in division of earnings	29,369 75
	1,313,326 55

Excess of net earnings—being an apparent profit for the first six months of the lease

The whole of this amount, excepting \$36,829 50 was expended on the road for construction, equipment and extraordinary expenses, \$78,913 having been expended in ten new locomotives, and \$140,167 22 in new freight cars, &c., &c.

The total business of the six months of the lease was \$186,215 15 less than the corresponding months of last year; but the diminished expenses made a net result of \$152,850 07 in favor of the six months over the corresponding period of last year. The diminished receipts were caused by a general depression of business in part, and in part by the policy of the lessee confining their general manager to the Chicago and Northwestern business, (a part of which was divided with the Columbus route,) and throwing the western and southwestern business on other leased lines to the exclusion of your road. The general fall on the price of materials and labor, and the diminished expenses, by reason of regulating competition between parallel lines west from Pittsburg, will account for the diminished cost of operating the road, during the past six months, than during the corresponding six months of the year previous. In this connection, it is right to add that the general manager, (J. N. McCullough, Esq.,) on behalf of the lessee, managed the prop-

erty with zeal, ability, and judgment, looking to the permanent interest of the property, as well as to immediate favorable results for the lessee.

The report announces the contract made with the Grand Rapids and Indiana Railroad Company, by which the building of that line is more certain, and its large business thereby secured for the road of this company. It also says: On the application of the lessees of your road, and without prejudice to the lease, your Board has sold the Akron Branch Road, so called, to a new organization called the Cleveland, Mount Vernon and Delaware Railroad Company, for \$1,100,000 of the stock of that company, said company assuming to pay the \$153,000 outstanding bonds against the Akron Branch road.

The earnings and expenses for the six months terminating June 30, 1869, were as follows:

Earnings main line	\$3,965,007 63
Earnings New Castle Branch	73,272 52
Earnings Lawrence Branch	5,628 95
Interest from C. & P. R. R. Co.	6,943 75

Total

Expenses main line

Expenses New Castle

Branch

Income for six months

Which was appropriated as follows:

Interest on bonds

Dividend and taxes

The C. & P. R. R. Co. on division of earnings

Amount to income account

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,924	J. & J.	Jul. '09 8	Hartford and New Haven...100	3,300,000	J. A. J. & O.	Apr. '70 3	Portl., Saco & Portsmouth...100	\$1,500,000	J. & D.	Dec. '09 3
American Central...100	800,000	J. & J.	Jan. '70 4	Hannibal and St. Joseph...100	1,900,000	do.	do.	Providence & Worcester...100	1,800,000	J. & J.	Jan. '70 5
Atlantic & West Point...100	1,332,200	J. & J.	Jan. '70 4	do.	6,253,830	do.	do.	Raleigh and Gaston...100	2,000,000	J. & J.	Jul. '09 3
Atlantic & N. Carolina...100	6,545,225	do.	do.	Hanover Branch, Pa...50	116,850	M. & N.	Nov. '09 5	Rensselaer and Saratoga...100	3,000,000	A. & O.	Oct. '09 34
Atlantic & Gt. Western...50	25,879,923	do.	do.	Housatonic...50	820,700	J. & J.	Jan. '70 4	Richmond and Danville...100	2,000,000	do.	do.
do. pref. 50	1,919,000	do.	do.	Huntingdon & B'd Top...50	1,180,000	J. & J.	Jan. '70 4	Richmond and Petersburg...100	847,100	do.	do.
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jan. '70 2	do. pref. 50	494,380	do.	do.	Rich., Fred. and Potomac...100	1,041,800	do.	do.
Augusta and Savannah...100	733,700	J. & J.	Jan. '70 34	Illinois Central...100	190,750	J. & J.	Jan. '70 34	Rockport...100	88,460	do.	Nov. '07 2
Baltimore and Ohio...100	16,182,962	A. & O.	Oct. '09 4	Indianapolis, Cin. & Lafayette...50	25,278,710	F. & A.	Feb. '70 5	Rome, Watert. and Ogden...100	2,400,000	J. & J.	Jan. '70 5
Do. Washington Br...100	2,680,000	A. & O.	Oct. '09 4	Jeffersonv. Mad. & Ind...100	6,185,897	M. & S.	Sep. '07 4	Rutland preferred...100	203,757	F. & A.	Feb. '09 34
Baltimore City Passenger...100	670,000	F. & A.	Feb. '70 3	Joliet and Chicago...100	2,000,000	J. & J.	Jan. '70 3	St. L., Alt. and T. Haute...100	2,300,000	do.	do.
Bay de Noquet & Marq...100	1,350,000	A. & O.	Apr. '08 3	Joliet & North. Indiana...100	1,500,000	J. A. J. & O.	Jan. '70 11	do. pref. 100	2,040,000	Annual	June '09 7
Belvidere Delaware...100	996,250	do.	do.	Lake Shore & Mich. So...100	300,000	J. & J.	Jan. '70 4	St. L., Jack'n.v. and Chic'o...100	1,469,422	do.	do.
Berkshire...100	600,000	J. A. J. & O.	Apr. '70 11	do. guar. 100	35,000,000	F. & A.	Feb. '70 4	Sandusky and Cincinnati...100	2,089,000	do.	do.
Blossburg & Corning...50	250,000	J. & J.	Dec. '09 2	Lackawanna & Bloomsb...50	633,500	F. & A.	Feb. '70 4	do. pref. 100	445,596	M. & N.	Nov. '09 3
Boston and Albany...100	13,725,100	J. & J.	Jan. '70 5	Leeds and Farmington...50	1,336,000	do.	do.	Sand., Manaf. and Newark...100	901,841	do.	do.
Boston and Chelsea...100	110,000	A. & O.	Apr. '70 4	Lehigh and Mahanoy...50	2,159,665	J. & J.	Jan. '70 2	Savannah and Charleston...100	1,000,000	do.	do.
Boston, Concord & Mont...100	459,900	do.	do.	Lehigh and Susquehanna...50	2,658,665	J. & J.	Jan. '70 2	Schuylkill and Susquehanna...100	1,269,150	do.	do.
do. pref. 100	1,340,460	M. & N.	Nov. '09 3	Lehigh Valley...50	8,739,800	M. & N.	Nov. '09 3	Second and Third St. (Ph.)...50	203,757	J. & J.	Jan. '70 3
Boston and Lowell...500	1,891,500	J. & J.	Jan. '70 4	Lehigh Luzerne...50	16,731,400	J. A. J. & O.	Apr. '70 24	Schuylkill Valley...50	678,050	J. & J.	Jan. '70 24
Boston and Maine...100	4,076,974	J. & J.	Jan. '70 5	Little Miami...50	344,650	J. & J.	Jan. '70 4	Seaboard and Roanoke...100	868,200	do.	do.
Boston and Providence...100	3,300,000	J. & J.	Jan. '70 5	Little Miami...50	3,572,400	quarterly	Dec. '09 5	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '06
Broadway (South Boston) 50	400,000	J. A. J. & O.	Apr. '70 2	L. M. & C. and X. (Joint)...100	1,804,397	J. & D.	Jun. '09 5	Shamokin V. and Pottav...50	899,460	F. & A.	Feb. '70 3
Broadway & 7th Av. (N. Y.) 100	2,100,000	J. & D.	Dec. '09 3	Little Schuylkill...25	2,646,100	J. & J.	Jan. '70 34	Shore Line...100	638,200	J. & J.	Jan. '70 5
Broadway City...10	1,000,000	F. M. A. N.	Nov. '09 3	Lomb. and South St. (Ph.) 25	90,000	do.	do.	Sixth Avenue (N. Y.)...100	750,000	do.	Nov. '09 5
Brooklyn City & New'n...100	399,800	do.	Jan. '70 34	Long Island...50	2,000,000	F. M. A. N.	Aug. '06 2	Somerville...100	75,000	M. & N.	May '09 3
Buffalo, Bradford & Pitts...10	1,100,000	do.	do.	Louisv., Cin. and Lex...50	1,621,736	J. & J.	Jul. '09 3	South Carolina...100	519,275	do.	do.
Buff., New York & Erie...100	500,000	M. & N.	Nov. '09 34	Louisville and Nashville...100	848,315	F. & A.	Jan. '70 43	South Shore...100	259,685	do.	Jul. '09 3
Cambridge Horse (Boston) 100	777,800	A. & O.	Apr. '70 44	Louisville and Nashville...100	8,739,800	F. & A.	Aug. '09 4	South Western, Georgia...100	3,939,900	F. & A.	Feb. '70 4
Camden and Amboy...100	5,000,000	F. & A.	Feb. '70 5	Louisv., N. Alb. & Chicago...100	2,800,000	do.	do.	Staten Island...100	660,000	J. & J.	Jul. '07 4
Camden and Atlantic pref. 50	600,000	do.	do.	Lowell and Lawrence...100	200,000	A. & O.	Apr. '70 3	Stony Brook...100	267,300	M. & N.	Nov. '09 3
Camden & Burlington Co...100	331,000	do.	do.	Lowell Horse...100	55,830	J. & J.	Jan. '70 3	Steuersville and Indiana...100	1,683,141	do.	do.
Cape Cod...50	121,928	J. & J.	Jan. '70 34	Macon and Western...100	2,000,000	do.	do.	Stockbridge & Pittsfield...100	448,700	do.	do.
Cape May and Millville...50	447,000	J. & D.	Dec. '09 3	Mahanoy & B'd Mount'n...50	1,676,915	do.	do.	Summit Branch...50	250,000	F. & A.	Feb. '70 3
Catawissa...50	1,160,000	do.	do.	Maine Central...100	1,611,500	do.	do.	Syr., Bingham. and N. Y. 100	1,314,130	do.	do.
Catawissa pref. 50	2,200,000	M. & N.	Nov. '09 34	Manchester & Lawrence...100	1,000,000	M. & N.	Nov. '09 5	Taunton Branch...100	260,000	J. & D.	Dec. '09 4
Cayuga & Susquehanna...50	689,110	M. & N.	Jan. '70 44	Marietta & Cincinnati...50	3,029,778	do.	do.	Tennessee and Alabama...100	595,922	do.	do.
Cedar Rapids & Mo. pref. 100	555,110	M. & N.	Nov. '09 34	do. 1st pref. 50	8,130,719	M. & S.	Sep. '06 3	Terre Haute and Indiana...100	1,983,150	J. & J.	Jan. '70 6
Central of Georgia...100	4,666,900	J. & J.	Jan. '70 5	do. 2d pref. 50	4,480,368	M. & S.	Sep. '06 3	Third Avenue (N. Y.)...100	1,750,000	J. & J.	Nov. '09 4
Central of New Jersey...100	15,000,000	J. & J.	Jan. '70 5	Memphis and Charleston...100	6,700,000	do.	do.	Thirteenth and Fif. (Ph.)...50	1,700,000	J. & J.	Jan. '70 24
Central Ohio...100	2,600,000	J. & D.	Dec. '09 3	Memphis and Ohio...100	670,000	J. & J.	Jan. '70 5	Tol., Peoria and Warsaw...100	2,700,000	do.	do.
do. pref. 100	400,000	J. & D.	do.	Metropolitan (Boston)...100	1,250,000	J. & J.	Jan. '70 5	do. (E. D.) pref. 100	1,700,000	do.	Jan. '70 24
Gen. Park, S. & E. River...100	970,000	J. & D.	Oct. '07 24	Michigan Central...100	11,197,348	J. & J.	Jan. '70 5	do. (W. D.) pref. 100	1,500,000	do.	1870, 11.4s
Chemung...100	380,000	J. & J.	Jan. '70 3	Middlesex (Boston)...100	400,000	A. & O.	Apr. '70 3	Tol., Wabash and West...100	5,700,000	do.	do.
Cheshire, preferred...100	2,017,825	M. & S.	Mar. '70 5	Mill Creek and Minehill...50	323,375	F. & A.	Feb. '70 5	Troy and Boston...100	1,000,000	M. & N.	May '09 34
Chicago and Alton...100	5,141,800	M. & S.	Mar. '70 5	Millville and Glassboro...100	406,029	F. & A.	Feb. '70 5	Troy and Greenbush...100	907,111	do.	do.
Chicago and Elgin...100	2,425,400	M. & S.	Mar. '70 5	Milw. & Prairie du Chien...100	1,000,000	do.	do.	Union Transport'n (Bon.)...100	274,400	J. & D.	Jun. '07 34
Chicago, Burl. & Quincy...100	13,825,025	M. & S.	Sept. '09 5	Milw. & St. Paul...100	7,665,104	Feb. 1870	Feb. 1870	Union (Phila.)...100	291,476	J. & J.	Jan. '70 3
Chicago, Iowa & Nebraska...100	2,800,000	J. & J.	Jan. '70 6	M. Hill & Schuylk. Haven...50	9,744,65	Feb. 1870	Feb. 1870	Utica and Black River...100	834,400	J. & J.	Jan. '70 4
Chicago and Milwaukee...100	2,247,000	J. & J.	Jan. '70 6	Mobile and Ohio...100	3,776,000	J. & J.	Jan. '70 4	Vermont and Canada...100	2,600,000	J. & D.	Dec. '09 4
Chicago & N. Western...100	14,590,162	J. & D.	Dec. '09 4	Montgomery & W. Point...100	3,762,400	J. & D.	Dec. '07 4	Vermont Central...100	6,000,000	J. & J.	Jan. '70 0
Chicago, R. I. & Pacific...100	14,000,000	A. & O.	Apr. '70 34	Morris and Essex...100	1,644,101	J. & D.	Dec. '07 4	Vicksburg and Meridian...100	2,800,000	do.	do.
Cin., Ham. & Dayton...100	3,500,000	A. & O.	Oct. '09 5	Mt. Carbon & Pt. Carbon...50	3,616,350	M. & N.	Nov. '09 5	Virginia Central...100	3,353,676	do.	do.
Cincinnati City Passenger...100	1,000,000	J. & J.	Jan. '70 34	Nashua and Lowell...100	282,350	J. & J.	Jan. '70 5	Virginia and Tennessee...100	3,508,300	do.	do.
do. Street...50	998,073	M. & N.	Nov. '09 3	Nashville & Chattanooga...100	720,000	M. & N.	Nov. '09 5	Western Union...100	5,707,693	do.	do.
Cin., Sand. & Cleve. pref. 50	998,073	M. & N.	Nov. '09 3	Naugatuck...100	2,066,644	F. & A.	Feb. '70 5	West Jersey...100	504,150	F. & A.	Feb. '70 5
Citizens' Passenger (Phila.) 50	192,750	J. & J.	Jan. '70 3	New Bedford & Taunton...100	1,406,000	J. & J.	Jan. '70 4	West Philadelphia...100	249,100	J. & J.	Jan. '70 5
Clev., Cin. & Ind...100	10,450,000	F. & A.	Feb. '70 3	New Haven & N. London...100	500,000	J. & J.	Jan. '70 4	Wilm. and Weldon...100	1,463,776	do.	do.
Cleveland & Mahoning...50	2,066,400	M. & N.	Nov. '09 3	N. Haven & Northampton...100	738,558	J. & J.	Jan. '08 3	Winchester and Potomac...100	1,463,776	J. & J.	Jan. '70 3
Cleveland and Pittsburgh...50	6,988,775	J. A. J. & O.	Jan. '70 24	New Jersey...100	1,344,000	F. & A.	Feb. '70 5	Warren...100	1,547,650	J. & J.	Jan. '70 34
Cleveland and Toledo...50	6,000,000	F. & A.	Feb. '70 4	New London Northern...100	6,250,000	do.	do.	Worcester and Nashua...75	1,522,500	J. & J.	Jan. '70 35
Cleveland and Indiana Con...100	11,430,000	do.	do.	N.Y. Central & Hudson R...100	885,000	A. & O.	Apr. '70 4				
Columbus and Xenia...50	1,386,200	quarterly	Dec. '09 2	do. Certificates...100	21,491,450	A. & O.	Apr. '70 4				
Concord...100	1,500,000	M. & N.	Nov. '09 5	do. old int. cer. 100	23,825,000	do.	do.				
Concord & Ports. guar. 100	350,000	J. & D.	Dec. '09 34	New York and Harlem...50	4,500,000	J. & J.	Jan. '70 4				
Coney Island & Brooklyn 100	360,000	J. & J.	Jan. '70 4	do. pref. 50	1,500,000	J. & J.	Jan. '70 4				
Conn. & Passum. River...100	139,000	do.	do.	New York & New Haven...100	9,000,000	J. & J.	Jan. '70 6				
do. pref. 100	1,822,100	F. & A.	Feb. '70 3	N. Y., Provid. & Boston...100	2,000,000	J. & J.	Jan. '70 34				
Connecticut River...100	1,700,000	J. & J.	Jan. '70 5	N. Y. Bridge & Canandaigua...100	1,000,000	J. & J.	Jan. '70 5				
Cumberland Valley...50	1,316,900	A. & O.	Oct. '09 4	Ninth Avenue...100	797,400	do.	do.				
Danbury and Newr. Is...100	400,000	do.	do.	North Carolina...100	4,000,000	A. & S.	Apr. '70 3				
Dayton and Michigan...100	2,380,646	J. & J.	Jan. '70 3	Northern Central...100	5,000,000	M. & N.	Nov. '09 2				
Delaware...50	684,250	J. & J.	Jan. '70 3	North Eastern (S. O.) pref. 100	155,000	J. & D.	May '07 4				
Del., Lackaw. & Western...100	13,886,030	J. & J.	Jan. '70 5	North Eastern (S. O.) pref. 100	3,063,400	J. & D.	Dec. '09 4				
Des Moines Valley...100	1,823,200	do.	do.	North Pennsylvania...100	3,150,150	J. & J.	Jan. '70 5				
Detroit & Milwaukee...100	1,047,350	do.	do.	Norwich & Worcester...100	3,040,900	J. & J.	Jan. '70 5				
do. pref. 100	1,500,000	do.	do.	Ogdensb. & L. Champ'n...100	1,994,900	J. & A. O.	Apr. '70 4				
D. Dock, E. B'dw. & Bat...100	1,230,000	F. M. A. N.	Feb. '70 4	do. pref. 100	20,000,000	do.	do.				
Dubuque and Sioux City...100	1,678,641	J. & J.	Jan. '70 5	Ohio and Mississippi...100	3,500,000	J. & D.	Dec. '09 34				
do. do. pref. 100	1,987,351	J. & J.	Jan. '70 34	Oil Creek & Allegheny R. 50	4,259,000	J. A. J. & O.	Apr. '70 24				
East Mahanoy...100	382,550	J. & J.	Jan. '70 3	Old Colony & Newport...100	4,848,320	J. & J.	Jan. '70 3				
Eastern (Mass.)...100	3,883,300	J. & J.	Jan. '70 4	Orange and Newark...100	281,550	do.	do.				
Eastern (N. H.)...100	492,600	J. & J.	Jan. '70 4	Oswego and Syracuse...50	482,400	F. & A.	Aug. '09 4				
East Pennsylvania...100	654,600	do.	do.	Pacific of Missouri...100	3,614,515	do.	do.				
East Tenn. and Georgia...100	1,290,067	do.	do.	Panama...100	7,000,000	J. A. J. & O.	Apr. '70 4				
East Tenn. and Virginia...100	1,902,000	do.	do.	Paterson and Ramapo...100	248,500	J. & J.	July '09 2				
Eight Avenue (N. Y.)...100	1,000,000	J. A. J. & O.	Jan. '08 4	Paterson and Hudson River 100	630,000	J. & J.	July '09 4				
Elm., Jeffers. & Canaan...100	500,000	M. & N.	Nov. '09 3	Pennsylvania...1							

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.	38,169	51,831	60,029	81,156	96,828	121,702	174,812	181,297	200,580	212,100	128,166	75,871	1,421,525
1868.	64,603	86,937	81,396	96,481	106,838	164,729	259,990	261,832	292,770	293,422	296,582	342,743	2,500,767
1869.	212,604	218,982	391,308	485,048	568,270	666,080	632,657	611,854	609,788	579,642	538,306	410,000	8,611,599
Chicago and Alton:													
1868.	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,678,706
1869.	100,991	154,418	162,723	178,786	206,090	224,257	224,257	312,165	354,554	320,879	307,903	252,015	2,770,484
1866.	290,053	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	387,956	307,919	236,824	3,840,092
1867.	226,153	222,241	200,111	260,249	329,851	371,544	321,597	387,269	392,638	390,223	323,030	271,247	3,696,163
1868.	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1869.	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1866.	343,182	304,828	398,648	331,149	345,556	391,685	353,736	601,697	501,259	463,109	403,691	348,995	4,682,506
1870.	236,978	323,825											
Chicago, Rock Island and Pacific:													
1863.	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864.	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,005,470
1865.	308,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866.	241,396	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	423,474	345,025	200,268	3,466,922
1867.	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	506,403	599,549	442,275	377,053	4,358,611
1868.	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,460
1869.	333,319	368,208	465,789	362,900	419,100	508,000	440,300	480,900	575,000	581,000	475,900	387,700	5,521,716
1870.	362,800	398,200											
Chicago and Northwestern:													
1863.						366,100	281,334	296,160	473,186	551,122	435,945	407,688	2,811,544
1864.	278,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1865.	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,598	946,707	932,683	754,671	547,842	7,976,450
1866.	523,566	399,917	523,745	537,519	858,943	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867.	696,147	574											

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Interest. Payable.	WHEN PAY-ABLE.	Market Price.	* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Interest. Payable.	WHEN PAY-ABLE.	Market Price.
National Securities, latest dates.											
Loan of June 14, 1858.....registered	\$20,000,000	5	Jan. & July.	1874	107	Massachusetts—Western R. R. Loan, sterling	3,575,696	5	April & Oct.	'69-'88	...
Loan of June 22, 1860.....registered	7,022,000	5	"	1874	...	—Troy and Greenfield Loan, stg.	3,506,580	5	"	'88-'90	...
Loans of Feb. 8, July 1, Aug. 3, '61 registered	282,732,600	5	"	1871	...	—Eastern R. R. Loan.....	1,166,500	5	Jan. & July.	'69-'74	...
Oregon War Bonds of March 2, 1861.....	945,000	5	"	1881	114	—Nor. & Worc. R. R. Loan.....	200,000	5	"	1877	...
Loan of Feb. 25, 1862 (5-20s).....registered	514,771,000	5	July.	1881	...	—B. H. & Erie R. R. Loan, stg.	400,000	5	"	1900	...
Loan of March 3, 1864 (5-20s).....coupon	3,882,500	5	May & Nov.	1882	109	—State Scrip (var.).....	171,000	5	Various.	1870	...
Loan of June 30, 1864 (5-20s).....coupon	125,561,300	5	"	1882	111	—Union Fund Loan of 1861.....	117,000	5	April & Oct.	1872	110
Loan of March 3, 1866 (5-20s).....registered	203,327,250	5	"	1884	108	—Bounty Fund Loan of 1863.....	125,000	5	Various.	1874	...
.. 2d series (5-20s).....registered	332,908,950	5	"	1884	110	—Back Bay Loan of 1862-'63.....	162,000	5	June & Dec.	'70-'72	...
.. 3d series (5-20s).....registered	370,591,800	5	"	1884	108	—Bounty Fund Loan of 1863.....	50,000	5	"	1877	...
.. 4th series (5-20s).....coupon	42,539,350	5	"	1884	110	—B. H. & Erie R. R. Loan, stg.	200,000	5	Jan. & July.	1871	...
Loan of March 3, 1864 (10-40s).....registered	194,567,300	5	"	1885	109	—Coast Defense Loan of 1863.....	650,000	5	"	'72-'73	...
Pacific R. R. Bonds.....(currency)	64,457,320	5	Jan. & July.	1885	110	—War Fund 5-20 Loan.....	720,000	5	"	'74-'75	108
Certificates of Mar. 2, 1867, and July 25, 1868.....	45,555,000	5	Jan. & July.	1885	110	—Three Years' Loan.....	1,430,000	5	"	1876	107
Navy Pension Fund of July 23, 1868.....	14,000,000	5	Jan. & July.	1885	110	Michigan—Sault Canal Bonds.....	600,000	5	May & Nov.	'77-'78	...
Loans of 1842, 1847 and 1848.....	77,850	5	Jan. & July.	1885	110	—Renewal Loan.....	220,000	5	Jan. & July.	1880	...
Texas Indemnity Bonds of Sept. 9, 1860.....	242,000	5	Jan. & July.	1885	110	—Two Million Loan.....	200,000	5	Jan. & July.	1883	99
Treasury Notes prior to 1857.....	103,565	5	Jan. & July.	1885	110	—War Loan.....	896,000	5	May & Nov.	1894	97
Treasury Notes of 1857, '61 and '63.....	282,152	5	Jan. & July.	1885	110	—Bounty Loan.....	463,000	5	Jan. & July.	1894	97
Treasury Notes (7-30s).....	712,250	5	Jan. & July.	1885	110	Minnesota—Railroad Loan.....	2,275,000	5	Jan. & July.	1883	...
Certificates of Indebtedness.....	11,000	5	Jan. & July.	1885	110	Mississippi—State Bonds (for banks).....	7,000,000	5	Jan. & July.	'41-'71	...
Compound Interest Notes of 1863 and 1864.....	2,362,770	5	Jan. & July.	1885	110	Missouri—State Bonds proper.....	453,000	5	Jan. & July.	'62-'90	...
Temporary Loan of June 30, 1864.....	181,760	5	Jan. & July.	1885	110	—Consols. (interest).....	2,830,000	5	"	1887	...
U. S. Notes (greenbacks).....	356,109,978	5	Jan. & July.	1885	110	—Railroad Loans.....	13,734,000	5	"	'82-'90	92
Fractional Currency.....	39,950,039	5	Jan. & July.	1885	110	—S. W. Pacific, guar.....	1,589,000	5	"	'81-'87	...
State Securities, latest dates.											
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	75	—Han. and St. Jo. R. R. Loan.....	3,000,000	5	"	'81-'85	92
.. (extended).....	2,414,800	5	Jan. & July.	'83-'85	...	Nebraska—(No Account).....	...	...	...	...	...
.. (sterling).....	770,500	5	Jan. & July.	'70-'86	...	Nevada—(No Account).....	...	...	...	...	...
.. (extended).....	732,800	5	Jan. & July.	1886	...	New Hampshire—War Loan of July 1, 1861.....	1,089,800	5	Jan. & July.	'69-'78	97
.. (new).....	660,200	5	Jan. & July.	'94-'95	97	.. .. of Sept. 1, 1864.....	600,000	5	Mar. & Sept.	'84-'89	98
Arkansas—State Bonds (Real Estate Bank).....	886,000	5	April & Oct.	1861	...	.. .. of Oct. 1, 1865.....	1,267,000	5	April & Oct.	'69-'74	98
.. (State Bank).....	440,000	5	Jan. & July.	1868	...	.. .. of July 1, 1866.....	500,000	5	Jan. & July.	1869	...
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	111	New Jersey—War Loan of 1861 (free).....	1,599,800	5	Jan. & July.	'69-'84	102
.. 1860.....	177,500	7	Jan. & July.	1880	...	.. .. of 1863 (free).....	1,002,900	5	Jan. & July.	'86-'96	...
.. Soldiers' Relief Bonds.....	470,500	7	Jan. & July.	'83-'85	...	.. .. of 1864.....	593,409	5	Jan. & July.	'97-'02	...
.. Bounty Bonds.....	982,000	7	Jan. & July.	'83-'85	...	New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
Connecticut—War Bonds, My. '61 (10 or 20yr).....	7,513,692	5	Jan. & July.	'71-'81	99	.. ..	800,000	5	"	1878	...
.. Oct. '61 (10 or 20yr).....	...	5	Jan. & July.	'72-'82	...	.. ..	1,189,781	5	"	pleas.	...
.. Nov. 1863.....	...	5	Jan. & July.	1883	99	.. ..	900,009	5	"	1875	...
.. My. '64 (10 or 20yr).....	...	5	Jan. & July.	'74-'78	...	.. ..	348,107	5	"	pleas.	...
.. May 1, 1865, (free).....	...	5	Jan. & July.	1885	...	.. ..	2,607,300	5	J. A. J. & O.	1872	110
.. (various) registered.....	867,500	5	Jan. & July.	1885	...	.. ..	5,726,800	5	"	1873	110
Florida—State Bonds.....	500,000	5	Jan. & July.	1885	...	.. ..	2,250,000	5	"	1874	...
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	99	.. ..	500,000	5	"	1875	...
.. (Act March 12, 1866).....	176,000	7	Jan. & July.	1870	...	.. ..	900,000	5	"	1877	...
.. (W. & A. R. R.).....	3,164,500	7	Jan. & July.	1886	...	.. ..	2,035,800	5	"	1874	...
.. (Atl. and Gulf R. R.).....	1,519,000	5	Jan. & July.	'68-'74	97	.. ..	3,757,000	5	Jan. & July.	1877	109
.. (sterling).....	75,000	5	Jan. & July.	1874	...	.. ..	22,186,000	5	Jan. & July.	1877	109
Illinois—New Internal Improvement Stock.....	1,635,954	5	Jan. & July.	1870	...	North Carolina—State Bonds (old).....	8,511,000	5	J. & J. or A. & O.	'69-'91	46
.. Interest Bonds.....	996,649	5	Jan. & July.	1877	100	.. .. (new).....	3,059,045	5	"	'92-'98	23
.. Liquidation Bonds.....	193,400	5	Jan. & July.	1865	100	.. .. (Chatham R. R.).....	3,200,000	5	Jan. & July.	1900	...
.. Refunded Stock.....	985,900	5	Jan. & July.	'69-'77	100	.. .. (funding).....	2,439,900	5	Jan. & July.	1898	...
.. Thornton Loan Bonds.....	104,000	5	Jan. & July.	1869	100	Ohio—State Loan (New York).....	2,026,171	5	Jan. & July.	1870	100
.. War Loan Bonds.....	543,200	5	Jan. & July.	1879	100	.. ..	1,600,000	5	"	1875	102
.. Ill. and Mich. Canal.....(sterling)	792,222	5	Jan. & July.	1870	100	.. ..	4,095,309	5	"	1881	102
.. .. registered.....	535,367	5	Jan. & July.	1870	100	.. ..	2,400,000	5	"	1886	104
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	98	.. ..	400,000	5	May & Nov.	1871	...
.. War Loan Bonds.....	210,000	5	Jan. & July.	1888	...	Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	...
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	...	.. Relief Bonds.....	82,142	7	Jan. & July.	1874	...
.. War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	...	Pennsylvania—State Stocks.....	2,797,910	5	Various.	1874	...
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97	...	.. ..	1,642,123	5	Jan. & July.	1870	100
.. Territorial Debt Bonds.....	100,000	7	Jan. & July.	'83-'84	...	.. ..	4,724,000	5	Various.	'72-'82	96
Kentucky—State Bonds.....	1,421,000	5	Jan. & July.	'71-'72	100	.. ..	112,000	5	Jan. & July.	1882	...
.. ..	339,000	5	Jan. & July.	1879	100	.. ..	400,000	5	April & Oct.	1879	...
.. ..	160,000	5	Jan. & July.	'69-'73	...	.. ..	4,907,150	5	Feb. & Aug.	1872	103
.. ..	635,000	5	Jan. & July.	'80-'93	94	.. ..	7,909,600	5	"	1877	105
Louisiana—State Bonds (Schools, &c.).....	684,500	5	Jan. & July.	1893	94	.. ..	9,273,050	5	"	1882	107
.. (Railroads).....	2,082,000	5	Jan. & July.	'69-'06	...	.. ..	910,200	5	"	'72-'87	...
.. (Charity Hospital).....	86,000	5	Jan. & July.	1872	75	.. ..	2,820,750	5	"	1871	101
.. (Levees).....	1,000,000	5	Jan. & July.	1886	76	Rhode Island—War Loan of 1861.....	30,500	5	April & Oct.	1871	99
.. (1867).....	2,414,000	5	Jan. & July.	1907	93	.. .. of 1862.....	1,157,000	5	Mar. & Sept.	1882	98
.. (1869).....	3,000,000	5	Jan. & July.	1908	93	.. .. of 1863.....	214,000	5	April & Oct.	1883	99
.. (Funding).....	494,800	5	Jan. & July.	'86-'88	93	.. .. of 1863.....	776,000	5	Jan. & July.	1893	99
Maine—Civil Loans.....	250,000	5	Jan. & July.	'69-'74	72	.. .. of 1864.....	881,000	5	Feb. & Aug.	1894	97
.. War Loan of 1861.....	171,000	5	Jan. & July.	'75-'78	97	South Carolina—Fire Loan, 1833.....	314,454	5	J. A. J. & O.	1870	...
.. ..	800,000	5	Jan. & July.	1871	96	.. .. (stg.).....	484,445	5	"	1868	...
.. ..	525,000	5	Jan. & July.	1883	96	.. ..	2,386,000	5	Jan. & July.	'71-'90	...
.. ..	2,832,500	5	Jan. & July.	1889	97	.. ..	1,000,000	5	"	'75-'79	90
.. Bounty Loan of 1863.....	475,000	5	Jan. & July.	1880	97	.. ..	1,282,971	5	"	'70-'90	84
Maryland—Sterling Bonds of 1838.....	802,000	5	Jan. & July.	1865	98	Tennessee—State Bonds.....	1,398,640	5	April & Oct.	Var.	...
.. .. converted.....	2,252,112	5	Jan. & July.	'89-'90	98	.. ..	289,160	5	"	"	...
.. ..	214,580	5	Jan. & July.	'89-'90	95	.. ..	1,706,000	5	"	"	...
.. ..	260,000	5	Jan. & July.	1890	95	.. ..	25,903,000	5	Jan. & July.	long.	...
.. ..	24,000	5	Jan. & July.	1880	95	.. ..	2,172,000	5	"	Var.	...
.. ..	1,438,428	5	Jan. & July.	'70-'78	95						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Catawissa:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1883	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
Albany City Loan.....	1,000,000	6	May & Nov.	" "	1895	....	1st Mort. (W. to Minn. L. 87 m.)	1,407,000	7	Jan. & July.	" "	1887	....
2d Mortgage for \$2,000,000	2,000,000	7	April & Oct.	" "	1885	80	Cedar Rapids and Missouri River:						
3d Mortgage.....	175,000	7	May & Nov.	" "	1889	....	1st Mortgage.....	3,588	7	Jan. & July.	New York.	1910	88 1/2
Allegheny Valley:							Central Branch Union Pacific:						
1st General Mortgage.....	3,785,000	7 1/2	April & Oct.	Pittsburg.	1886	....	1st Mort. (Atchison & Pike's P.)	1,600,000	6 1/2	May & Nov.	New York.	'95-'96	....
1st Mortgage Eastern Ex.....	59,000	7 1/2	" "	" "	1896	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Bonds to State of Pennsylvania.	3,500,000	7 1/2	" "	" "	1890	....	Central of Georgia:						
Andrews & Co.:							1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98 1/2
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	Central of New Jersey:						
Atlantic and Great Western:							1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	100
1st Mortgage (New York).....	7 1/2	7 1/2	April & Oct.	London.	1879	....	2d Mortgage.....	600,000	7	May & Nov.	" "	1875	103
1st Mortgage (Pennsylvania).....	7 1/2	7 1/2	" "	" "	1877	....	New Loan for \$5,000,000.....	1,500,000	7	Feb. & Aug.	" "	1890	99
1st Mortgage (Ohio).....	7 1/2	7 1/2	" "	New York.	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch)	6,000,000	7 1/2	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	83
1st Mortgage (Buffalo Extension)	7 1/2	7 1/2	April & Oct.	" "	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.)	7 1/2	7 1/2	March & Sept.	" "	1884	....	1st Mortgage (on 725 m.) free.....	26,010,000	6 1/2	Jan. & July.	New York.	1895	92 1/2
2d Mortgage (New York).....	3,000,000	7 1/2	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.).....	1,500,000	7 1/2	" "	" "	1885	111 1/2
2d Mortgage (Pennsylvania).....	7 1/2	7 1/2	Jan. & July.	London.	1882	....	Convertible bonds.....	1,500,000	7 1/2	" "	" "	1883	104 1/2
2d Mortgage (Ohio).....	20,000,000	7 1/2	April & Oct.	" "	1883	....	National Loan.....	26,010,000	6	" "	" "	1895	....
1st Consolidated Mortgage.....	7,000,000	5 1/2	" "	" "	1895	....	Charlotte and South Carolina:						
2d Consolidated Mortgage.....	8,701,806	7 1/2	" "	" "	1895	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880	62
Income Mortgage.....	2,000,000	7 1/2	" "	" "	1895	....	Chesaw and Darlington:						
Atlantic and Gulf:							1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	....
1st Mortgage Consolidated.....	1,500,000	6	Various.	B. & N. Y.	'08-'70	99 1/2	Chesapeake and Ohio (Va. Cent.):						
Atlantic and St. Lawrence:							1st Mortgage for \$15,000,000.....	771,800	6	May & Nov.	New York.	1900	90
Portland City Loan (skg fund)	1,614,500	6	April & Oct.	Portland.	1866	....	Cheshire:						
2d Mortgage.....	885,500	6 1/2	" "	London.	1866	....	Company bonds.....	500,000	7	May & Nov.	Boston.	'75-'80	92 1/2
2d Mortgage, sterling.....	484,000	6 1/2	May & Nov.	" "	1878	....	Chester Valley:						
Sterling Loan.....	863,250	6	Jan. & July.	Baltimore.	1875	95 1/2	1st Mortgage.....	402,000	7	May & Nov.	Philadelphia.	1872	51 1/2
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1855.....	579,500	6	" "	" "	1880	95 1/2	1st Mortgage, pref. sinking fund.	2,400,000	7	Jan. & July.	New York.	1877	97
Loan of 1859.....	1,710,500	6	April & Oct.	" "	1885	97	1st Mortgage.....	1,100,000	7	April & Oct.	" "	1883	102 1/2
Loan of 1855.....	458,500	6	Jan. & July.	" "	1880	....	Income bonds (2d Mortgage).....	3,078,000	8	Jan. & July.	" "	1883	91 1/2
Northwestern City Loan of 1855.....	140,000	6	" "	" "	1873	....	Chicago, Burlington and Quincy:						
Northwestern Va. R. R. 3d Mort.	250,000	8	" "	" "	1885	....	Trust Mortgage.....	150,000	8	" "	New York.	1883	112
Bay de Noquet and Marquette:							Trust Mortgage, convertible.....	941,000	8 1/2	July.	Frankfort.	1890	....
1st Mortgage Income.....	791,000	7	Jan. & July.	New York.	'70-'71	....	2d Mortgage.....	680,000	7	March & Sept.	New York.	1890	....
Bellefontaine:							Company bonds.....	400,000	7 1/2	Jan. & July.	New York.	1887	....
1st Mortgage (B. and Ind. R.R.)	99,000	6	Jan. & July.	Philadelphia.	1876	....	Chicago, Cincinnati and Louisv.:						
Bellefonte and Snow Shoe:							1st Mortgage for \$1,000,000.....	400,000	7 1/2	April & Oct.	New York.	1893	....
1st Mortgage.....	1,000,000	6	June & Dec.	New York.	1877	85	Chicago and Great Eastern:						
Belvidere Delaware:							Construction.....	300,000	7	" "	" "	1895	....
1st Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82	Income.....	2,500,000	7 1/2	April & Oct.	New York.	1909	96
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	" "	1887	81	Chicago, Danville and Vincennes:						
Blue Ridge, S. Car.:							1st Mortgage S. F.....	1,110,000	7	Jan. & July.	New York.	1881	....
1st Mortgage of \$2,500,000.....	2,051,820	6 1/2	April & Oct.	London.	'00-'71	....	Chicago, Iowa and Nebraska:						
Boston and Albany:							1st Mortgage.....	397,000	7	May & Nov.	New York.	1874	91 1/2
Sterling Loan.....	798,000	6	" "	Boston.	1875	....	Chicago and Milwaukee, (45 m's).....	1,249,500	7	Feb. & Aug.	New York.	1885	96
Dollar Loan.....	400,000	6	Jan. & July.	Boston.	1884	....	1st Mortgage (C. and N. W.).....	755,000	7	May & Nov.	" "	1883	88
Boston, Clinton and Fitchburg:							Funded Coupons.....	3,594,500	7	Feb. & Aug.	" "	1885	94 1/2
1st Mortgage.....	204,000	7	Feb. & Aug.	New York.	1865	94 1/2	General 1st Mortgage.....	184,000	7	" "	" "	1885	84
2d Mort. (Conc. to War. 71 m.)	100,000	6	Jan. & July.	Boston.	1870	90 1/2	1st Mortgage, Appleton Ext.....	300,000	7	April & Oct.	" "	1874	87 1/2
2d Mort. (Conc. (1st M. on 22 1/2 m.)	250,000	7	" "	New York.	1870	....	Equipment Bonds.....	101,000	7	Jan. & July.	" "	1884	....
Sinking Fund Mortgage.....	490,000	6	" "	Boston.	1889	94	Mississippi River Bridge Bonds.	200,000	7	" "	" "	1878	....
Boston, Hartford and Erie:							Elgin and State L. purchase b'ds	189,000	6	F. M. A. & N.	" "	1915	....
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	53	Consolidated sinking fund bonds	3,296,000	7	May & Nov.	" "	'08-'71	91
1st Mortgage (new) for \$20,000,000	101,000	6	Jan. & July.	Boston.	1873	....	Equipment Bonds.....	1,375,000	10	Feb. & Aug.	" "	1882	....
Convertible bonds.....	366,000	6	April & Oct.	" "	1873	90 1/2	1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	May & Nov.	" "	1875	96
Scrip certificates.....	200,000	6	" "	" "	1879	95 1/2	2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	March & Sept.	" "	1898	95
Buffalo, Bradford and Pittsburg:							1st Mortgage (Peninsula R.R.)	1,010,000	7	Jan. & July.	" "	1898	91 1/2
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mort. (Chi. & Mil. R. W. 85 m)	1,098,000	7	" "	" "	1888	....
Buffalo, Corry and Pittsburg:							1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
1st Mortgage (B. C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....	Chicago, Rock Island and Pacific:						
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	New York.	18—	....	1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	105
Buffalo and Erie:							1st Mort. (C. R. I. and P. R. R.)	7,375,000	7	" "	" "	1896	98
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86	Chillicothe and Brunswick:						
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....	1st Mortgage.....	500,000	8	May & Nov.	New York.	1894	82 1/2
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....	Cincinnati, Dayton and Eastern:						
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	" "	1886	....	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Buffalo, New York and Erie:							Cincinnati, Hamilton and Dayton:						
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	91	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1890	80
2d Mortgage.....	380,000	7	May & Nov.	" "	1872	83 1/2	3d Mortgage.....	500,000	8	Jan. & July.	" "	1885	....
Burlington, Cedar Rapids & Minn.:							New Mortgage.....	282,000	7	" "	" "	1877	....
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919	....	Cincinnati and Indiana:						
Land Grant Mortgage.....	4,690,608	7	April & Oct.	New York.	1893	85 1/2	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
1st Convertible bonds.....	600,000	7	Jan. & July.	" "	1870	....	2d Mortgage.....	2,000,000	7	Jan. & July.	" "	'77-'87	70
2d Convertible bonds.....	600,000	7	" "	" "	1875	....	Cincinnati and Indianapolis June:						
3d Convertible bonds.....	958,548	8	" "	" "	1894	90 1/2	1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
California Pacific:							2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage, sinking fund.....	2,250,000	7 1/2	Jan. & July.	New York.	1889	....	1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Camden and Amboy:							Cincinnati and Martinsville:						
Sterling Bonds, skg fund \$237,250	1,632,290	6 1/2	Jan. & July.	London.	1880	....	1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1896	....
Sterling Loan, skg fund \$289,200	1,846,080	6 1/2	March & Sept.	" "	1894	....	Cincinnati, Richmond & Chicago:						
Loan for \$800,000.....	323,223	6	April & Oct.	New York.	1870	90	1st Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
Loan for \$875,000.....	1,700,000	6	Feb. & Aug.	" "	1883	95 1/2	Cincinnati and Zanesville:						
Loan for \$1,700,000.....	4,865,940	6	May & Nov.	" "	1889	87 1/2	1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....
Consol. Mortgage for \$5,000,000	4,865,940	6	June & Dec.	" "	1889	95	Cincinnati, Sandusky and Clev.:						
Camden and Atlantic:							1st mortgage.....	976,000	7	June & Dec.	New York.	1890	74 1/2
1st Mortgage.....	480,000	7	Jan. & July.	Philadelphia.	1873	....	Cleveland, Columbus and Cine.:						
2d Mortgage.....	500,000	7	April & Oct.	" "	1880	85	1st Mortgage.....	425,000	7	June & Dec.	New York.	'08-'90	....
Camden and Burlington County:							Cleveland and Mahoning:						
1st Mortgage of 1887 for \$350,000	305,000	6	Feb. & Aug.	Philadelphia.	1897	85	1st Mortgage.....	850,000	7	Feb. & Aug.	New York.	1873	....
Cape Cod Central:							3d Mortgage.....	587,000	8	March & Sept.	" "	1870	....
1st Mortgage.....	125,000	6	Jan. & July.	Boston.	'80-'73	....	Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
							Cleveland and Pittsburg:						
							2d Mortgage (or 1st Extension).....	1,180,000	6	March & Sept.	New York.	1873	100
							3d Mortgage (or 2d Extension).....	1,597,000	7	May & Nov.	" "	1876	92
							4th Mortgage (or 3d Extension).....	1,108,489	7	Jan. & July.	" "	1892	76
							Consol. S. F. Mort. (\$5,000,000).....	376,000	7	May & Nov.	" "	1890	80

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erle:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	94	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	101
2d Mortgage.....	1,000,000	7	" " "	" " "	1880		2d Mortgage.....	4,000,000	7	March & Sept.	" " "	1879	94
3d Mortgage.....	1,000,000	7	April & Oct.	" " "	1892	85	3d Mortgage.....	6,000,000	7	" " "	" " "	1883	87 1/2
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	" " "	1880	87
1st Mort. (June R. R. 1st Div.)...	13,000	7	April & Oct.	New York.	1867	....	5th Mortgage.....	928,500	7	June & Dec.	" " "	1888	83
1st Mort. (June R. R. 2d Div.)...	116,000	7	June & Dec.	" " "	1882	....	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" " "	1891	....
1st Mortgage S. F. (Clev. & Tol.)...	2,015,000	7	Jan. & July.	" " "	1885	103	Sterling Loan £200,000.....	4,844,444	6 1/2	March & Sept.	London.	1875	....
2d Mortgage (Clev. & Tol.)...	1,000,000	7	April & Oct.	" " "	1886	....	Erle and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	....
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888	....	2d Mortgage.....	700,000	7	April & Oct.	" " "	1875	....
Columbus, Chicago & Ind. Cent.:							New Mortgage.....	859,000	7	Jan. & July.	" " "	1893	....
Consol. 1st Mortgage skg fund.....	15,000,000	7	April & Oct.	New York.	1908	84 1/2	Evansville and Crawfordsville:						
Columbus and Indiana Central:							1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	....
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	90	1st Mortgage of 1854.....	740,000	7	May & Nov.	" " "	1869	....
Income Bonds.....	1,243,000	7	" " "	" " "	1881	....	Rockville Extension 1st Mort....	150,000	7	Feb. & Aug.	" " "	1881	....
Columbus and Hocking Valley:							Fall River, Warren & Providence:						
1st Mortgage.....	282,500	7	Jan. & July.	New York.	1897	....	1st Mortgage.....	200,000	7	" " "	Providence.	18—	....
Consol. 2d Mortgage skg fund.....	5,000,000	7	Feb. & Aug.	" " "	1909	....	Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed.....	100,000	6	" " "	Princeton.	18—	....
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	....	Flint and Pere Marquette:						
Connecticut and Passumpsic Riv.:							1st Mortgage.....	1,520,500	7	" " "	New York.	18—	....
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	94	Galena & Chic. Union (C.N. & W.):						
Notes of '66 and '67, free.....	295,000	7	" " "	" " "	1876-77	100	1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	99
Connecticut River:							2d Mortgage.....	1,029,000	7	May & Nov.	" " "	1875	91
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	Georgia:						
Connecting:							Bonds.....	592,000	7	J. & J.	Augusta.	70-76	....
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	85	Grand Rapids and Indiana:						
Cumberland and Pennsylvania:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	....
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891	....	Grand River Valley:						
2d Mortgage sinking fund.....	799,000	6	May & Nov.	" " "	1885	....	1st Mortgage, guaranteed.....	1,000,000	7	Jan. & July.	New York.	1886	....
Cumberland Valley:							Grand Trunk (Can.):						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	1st Preference Bonds.....	12,573,661	5 1/2	Jan. & July.	London.	18—	....
2d Mortgage.....	109,500	8	" " "	" " "	1904	....	2d Preference Bonds.....	7,355,986	5 1/2	" " "	" " "	18—	....
Danbury and Norwalk:							3d Preference Stock.....	3,414,094	4 1/2	" " "	" " "	18—	....
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1880	....	4th Preference Stock.....	25,592,860	4 1/2	" " "	" " "	18—	....
Danv., Urbana, Blooming. & Pekin:							Equipment Bonds.....	2,433,333	6 1/2	April & Oct.	" " "	18—	....
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908	....	Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" " "	18—	....
Dayton and Michigan:							Great Western of Canada:						
1st Mortgage sinking fund.....	2,802,000	7	Jan. & July.	New York.	1881	....	Government Loan £573,688.....	2,782,387	6 1/2	" " "	Ottawa.	....	....
2d Mortgage.....	642,000	7	March & Sept.	" " "	1884	....	Mortgage Bonds £615,200.....	2,983,720	6 1/2	" " "	London.	73-76	....
3d Mortgage.....	700,000	7	April & Oct.	" " "	1888	....	Mortgage Bonds £547,000.....	2,652,950	5 1/2	" " "	" " "	77-78	....
Dayton and Union:							Stock Debentures £46,700.....	226,500	5 1/2	" " "	" " "	irred.	....
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....	Great Western of Illinois:						
2d Mortgage.....	135,000	7	June & Dec.	" " "	1879	....	1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	106
Income Bonds.....	252,446	6	" " "	" " "	1879	....	1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" " "	1888	....
Dayton and Western:							1st Mortgage (General).....	1,455,000	7	" " "	" " "	1888	89 1/2
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	....	2d Mortgage.....	2,500,000	7	May & Nov.	" " "	1893	81
2d Mortgage.....	463,000	6	Jan. & July.	" " "	1906	....	Greenville and Columbia:						
Delaware:							1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	....
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	89 1/2	Hannibal and St. Joseph:						
Guaranteed Bonds.....	100,000	6	" " "	" " "	1875	....	Land Mortgage.....	1,900,000	7	April & Oct.	New York.	1881	108 1/2
State Loan.....	170,000	6	" " "	" " "	1876	....	Convertible bonds.....	800,000	7	Jan. & July.	" " "	1883	102
Extension Mortgage.....	100,000	6	" " "	" " "	1880	....	Eight per cent. Loan.....	800,000	8	" " "	" " "	1874	100
Delaware, Lackawanna & Western:							Ten per cent. Loan.....	1,000,000	10	" " "	" " "	1872	....
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	98	Ten per cent. Loan.....	500,000	10	" " "	" " "	1860	....
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" " "	1875	99	1st Mort. (Quincy and Palmyra)	500,000	8	" " "	" " "	18—	....
2d Mort. (General) for \$2,600,000.	1,633,000	7	March & Sept.	" " "	1881	92 1/2	1st Mort. (Kan. City & Cameron)	1,300,000	10	" " "	" " "	1891	108 1/2
Des Moines Valley:							Harrisburg and Lancaster:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	91 1/2	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	91
Income Bonds.....	462,000	7	Jan. & July.	" " "	1884	....	Hartford and New Haven:						
Detroit and Milwaukee:							1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	96
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....	Hartford, Providence and Fishkill:						
2d Mortgage.....	1,000,000	8	" " "	" " "	1875	....	1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Providence.	1876	73 1/2
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" " "	1875	....	1st Mort. (Connecticut 96.04 m.)...	1,574,500	7	" " "	Hartford.	1876	....
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" " "	1875	....	Hempfield:						
Bonds of June 30, 1866, (cond.)...	1,611,639	6	" " "	" " "	1886	....	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	....
Detroit, Mon. & Tol. (M.S. & N.L.)							Houston:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	....	1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	....
Detroit and Pontiac (Det. & Mil.):							2d Mortgage.....	100,000	7	" " "	" " "	1885	....
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878	....	Houston and Texas Central:						
1st Mortgage.....	150,000	7	April & Oct.	" " "	1878	....	1st Mortgage (L.G.) sinking fund	2,600,000	7 1/2	Jan. & July.	New York.	1891	....
2d Mortgage.....	250,000	8	Feb. & Aug.	" " "	1886	....	Hudson River:						
Dubuque and Sioux City:							1st Mortgage.....	1,936,000	7	Feb. & Aug.	New York.	1870	101 1/2
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	95	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" " "	1885	105
1st Mortgage (construction).....	600,000	7	" " "	" " "	1894	....	3d Mortgage.....	183,000	7	May & Nov.	" " "	1875	102
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" " "	1888	....	Huntington and Broad Top Mt.:						
Dubuque Southwestern:							1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	87 1/2
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	....	2d Mortgage.....	367,500	7	Feb. & Aug.	" " "	1875	....
2d Mortgage, ordinary.....	450,000	7	" " "	" " "	1895	....	Consol. Mortgage.....	887,045	7	April & Oct.	" " "	1895	33
East Brandywine & Waynesburg:							Illinois Central:						
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882	....	Construction.....	3,187,500	7	April & Oct.	New York.	1875	114 1/2
East Pennsylvania:							Construction.....	332,000	6	" " "	" " "	1875	....
1st Mortgage, Sinking Fund.....	506,900	7	April & Oct.	Philadelphia.	1888	....	Redemption.....	2,500,000	6	" " "	" " "	1890	....
East Tennessee and Georgia:							Redemption, sterling.....	2,500,000	6 1/2	" " "	London.	1875	....
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	....	Illinois and Southern Iowa:						
Tennessee Loan (1866).....	430,277	6	" " "	" " "	1898	....	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	....
Mortgage (old).....	640,000	6	" " "	" " "	1880	....	Indianapolis, Cin. and Lafayette:						
Mortgage (new).....	136,400	7	" " "	" " "	1880	....	1st Mortgage.....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies 'Payable in Coin.'

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Junction, Philadelphia:							Mobile and Montgomery:						
1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	89	1st Mortgage.....	1,200,000	8	May & Nov.	New York.	1888	....
Kentucky Central:							Mobile and Ohio:						
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1873	....	1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	....
2d Mortgage (do.).....	794,000	7	— & —	"	1883	....	1st Mortgage, Sterling.....	1,669,800	6*	Jan. & July.	Mobile.	1882	52
3d Mortgage (do.).....	237,000	7	— & —	"	1885	....	Tennessee Loans.....	388,900	8	May & Nov.	New York.	1881	....
Keokuk and St. Paul:							Income of '61, '62, '65 and '67...	556,421	8	May & Nov.	Mobile.	1887	19
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	98½	Liquidation (10 year) bonds.....	697,900	8	"	New York.	1876	....
Knoxville and Charleston:							Interest bonds.....	129,000	8	"	Mobile.	1882	38
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Montgomery and Eufala:						
Knoxville and Kentucky:							1st Mortgage, endorsed by Ala..	100,000	8	March & Sept.	New York.	1886	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Montgomery and West Point:						
Tenn. State Loan (new).....	800,000	6	"	"	1898	....	Income Bonds.....	306,900	8	Jan. & July.	New York.	1871	....
Lackawanna and Bloomsburg:							Income Bonds.....	719,500	8	"	"	1876	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Mortgage Bonds.....	5,000,000	7	"	"	1881	52½
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Morris and Essex:						
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	1st Mortgage, Sinking Fund....	3,000,000	7	May & Nov.	New York.	1915	103
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	2d Mortgage.....	1,569,000	6	Feb. & Aug.	"	1891	96½
Lake Erie and Louisville:							Nashville and Chattanooga:						
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	1st Mortgage, endorsed by Tenn.	150,000	6	Jan. & July.	New York.	1890	....
Lawrence:							Tenn. State Loan.....	426,270	6	"	"	1892	....
1st Mortgage.....	360,000	7	"	Pittsburg.	1886	....	Tenn. Coupons Funded.....	2,465,176	6	"	"	1892	....
Lehigh and Lackawanna:							Nashville and Decatur:						
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	90	Tenn. State Loan.....	205,000	10	Jan. & July.	New York.	'90-'92	....
Lehigh Valley:							Income Bonds (Tenn. and Ala.)	500,000	6	April & Oct.	Nashville.	1870	....
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	97	2d Mortgage.....	2,672,000	6	"	New York.	1887	....
New Mortgage, free of taxes.....	1,917,000	6	June & Dec.	"	1898	96	Nashville and Northwestern:						
1st Mortgage (Hazleton).....	149,500	6	Jan. & July.	"	1878	....	Tenn. State Loan.....	792,050	6	Jan. & July.	New York.	'88-'94	....
Little Miami:							2d Mortgage.....	166,000	7	"	"	'71-'83	....
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	Naugatuck:						
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	1st Mortgage, Convertible.....	600,000	7	Jan. & July.	Bridgeport.	1876	....
Little Rock and Fort Smith:							Newark and New York:						
1st Mortgage for \$3,500,000.....	807,500	7	April & Oct.	Philadelphia.	1877	90	1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
Little Schuylkill:							Newburg & New York (Oct. 1, '68):						
1st Mortgage, sinking fund.....	500,000	6	Jan. & July.	New York.	1875	98	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
Long Island:							New Bedford and Taunton:						
1st Mortgage.....	175,000	7	Feb. & Aug.	"	1890	....	1st Mortgage.....	1,100,000	6*	May & Nov.	London.	1867	....
Hunter's Point Extension.....	150,000	6	May & Nov.	"	1893	....	New Brunswick and Canada:						
Glen Cove Branch.....	2,628,000	7	Jan. & July.	New York.	1897	85	1st Mortgage, Sterling \$220,000..	125,000	7	May & Nov.	Philadelphia.	1882	....
Louisville, Cinclin. and Lexington:							2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	....
1st Mortgage for \$3,000,000.....	88,000	6	Jan. & July.	New York.	'70-'78	....	New Haven and Darby:						
Louisville and Frankfort:							1st Mortgage.....	300,000	7	May & Nov.	New York.	1888	....
1st Mortgage.....	100,000	6	"	"	1881	....	New Haven and Northampton:						
Louisville and Nashville:							1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1860	....
1st Mortgage, Main Stem.....	1,424,000	7	Jan. & July.	New York.	'69-'77	98	1st Mort. (Hamps. & Hampd.)..	200,000	6	April & Oct.	"	1874	....
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	"	'70-'75	96	New Jersey:						
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	"	1870	....	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	'75-'87	98
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	"	'80-'85	92	New London Northern:						
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	'86-'87	....	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
Louisville Loan, Lebanon Br....	225,000	6	May & Nov.	"	1886	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
Louisville Loan, Leb. Br. Ext....	333,000	6	April & Oct.	"	1893	....	New Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Consolid. 1st mort. for \$8,000,000	2,000,000	7	"	"	1898	90	N. Orleans, Jackson & Gt. North.						
Louisville, N. Albany & Chicago.							1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	78
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....	2d Mortgage for \$1,500,000.....	1,167,000	8	April & Oct.	"	1890	70
Macon and Brunswick:							N. Orleans, Opelousas & Gt. Wtn:						
1st Mort. endorsed by Georgia..	140,000	7	Jan. & July.	New York.	1881	....	1st Mort. construction (80 m.)..	1,842,000	8	April & Oct.	New York.	1889	45
Mahanoy and Broad Mountain:							2d Mort. (F.) for \$1,000,000 (80m.)	.....	8	Jan. & July.	"	1887	....
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	New York Central:						
Maine Central:							Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov.	New York.	1883	91½
\$1,100,000 Loan.....	1,095,600	6*	Feb. & Aug.	Boston.	'90-'91	....	Funding, Sinking Fund Bonds..	1,514,000	7	Feb. & Aug.	"	1876	103
\$400,000 Loan.....	307,700	6	June & Dec.	"	'70-'71	....	Bonds for B. & N. Falls R.R. Co.	76,000	6	May & Nov.	"	1883	....
Bangor City Loan.....	621,000	6	April & Oct.	"	1874	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	86½
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for real estate.....	182,000	6	"	"	1883	87
Marietta and Cincinnati:							Bonds and mortgages.....	58,215	7	various.	"	var.	....
1st Mortgage.....	2,454,342	7	Feb. & Aug.	Baltimore.	1891	91	Convertible bonds.....	210,000	7	Feb. & Aug.	"	1876	120
1st Mortgage, Sterling.....	1,050,000	7*	"	London.	1891	....	Renewal bonds of 1868.....	2,900,000	6	June & Dec.	"	1887	90½
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	73½	New York and Flushing:						
Scioto and Hocking Valley.....	300,000	7	"	"	1896	....	1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Memphis and Charleston:							New York and Harlem:						
Tenn. State Loan.....	1,817,937	6	Jan. & July.	New York.	1890	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	104
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	"	1880	85	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	"	1893	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	New York and New Haven:						
Memphis and Little Rock:							1st Mortgage.....	1,050,500	6	April & Oct.	New York.	1875	100
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	New York, Providence & Boston:						
Mortgage (road and land).....	1,300,000	8	May & Nov.	"	1890	....	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	'73-'78	9½
Ark. State Loan.....	900,000	7	Jan. & July.	"	1897	....	Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
Michigan Central:							Norfolk and Petersburg:						
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	72½
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	....	2d Mortgage.....	303,000	8	"	"	1877	80
1st Mortgage, dollars, convertible	1,294,500	8	"	New York.	1869	113½	2d Mortgage for \$300,000.....	43,000	8	"	Norfolk.	1872	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	120	North Eastern:						
Consol. Sinking Fund Mortgage	4,207,000	8	"	"	1882	120	1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	75
Michigan Southern & North. Ind.:							2d Mortgage for \$300,000.....	145,000	7	"	"	1868	....
1st Mortgage, Sinking Fund....	6,728,000	7	May & Nov.	New York.	1885	101½	North Missouri:						
2d Mortgage.....	2,693,000	7	"	"	1877	97	1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.	1895	87½
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	"	1876	92½	2d Mortgage of 1868.....	4,000,000	7	April & Oct.	"	1888	....
Mifflin and Centre County:							North Pennsylvania:						
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1880	91½
Milwaukee & Chicago, (40 miles):							Chattel Mortgage.....	360,000	10	April & Oct.	"	1887	108
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	2d Mortgage.....	276,500	7	— & —	"	18—	90
3d Mortgage, (").....	10,500	7	June & Dec.	"	1898	....	North Shore, L. I.:						
Milwaukee and St. Paul:							1st Mortgage.....	110,200	7	Jan. & July.	New York.	1887	....
1st Mortgage—370 miles.....	5,425,000	7	Jan. & July.	New York.	1893	92	Northern Central:						
2d Mortgage.....	1,390,000	7	April & Oct.	"	1884	85	1st Mortgage, guaranteed.....	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
1st Mortgage (P. du C.).....	3,455,000	8	Feb. & Aug.	"	1898	105	2d Mortgage, Sinking Fund....	2,500,000	6	Jan. & July.	"	1885	90½
2d Mortgage (P. du C.).....	786,000	7.3	"	"	1898	92	3d Mortgage, Sinking Fund....	1,223,000	6	April & Oct.	"	1900	90½
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	"	1897	90	Consol. Mort. for \$6,000,000....	1,874,000	6*	Jan. & July.	"	1900	97
Mississippi Central:							Northern New Hampshire:						
1st Mortgage.....	1,350,000	7	May & Nov.	New York.	1873	72	Company Bonds of 1854.....	120,000	6	April & Oct.	Boston.	1874	95½
2d Mortgage.....	1,997,000	8	Feb. & Aug.	"	1876	40	Northern New Jersey:						
Mississippi and Tennessee:							1st Mortgage.....	400,000	7	Jan. & July.	New York.	18—	....
1st Mortgage.....	600,000	7	April & Oct.	New York.	1876	....	North Western Virginia:						
2d Mortgage for \$1,300,000.....	939,000	8	Jan. & July.	"	1890	....	2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1875	92
Mobile and Girard:							3d Mortgage (B. & O. R. R. Co.)	140,000	6	"	"	1886	87
1st Mortgage Bonds.....	417,500	7	Jan. & July.	New York.	1877	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Portland and Kennebec:						
Equipment Bonds of 1867.....	\$339,000	8	March & Sept.	Co.'s shops.	1867	.....	1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883	.....
New Loan for \$500,000.....	.....	8	"	"	1887	.....	Consolidated Bonds.....	300,000	6	"	"	1896	.....
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:						
1st Mort. (Mass. Loan) sfg fund	400,000	6	Jan. & July.	Boston.	1877	.....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	106
Construction bonds.....	124,500	7	"	"	1877	.....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	.....
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870	.....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	.....
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	.....
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	.....
Equipment Bonds.....	300,000	8	"	"	'00-'78	102 1/2	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	.....
Ohio and Mississippi:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	97 1/2
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	96 1/2	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	.....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	.....	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	.....
2d Mortgage, W. Div.....	556,000	7	"	"	1874	.....	2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	.....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	.....	2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	.....
Consolidated Mort. for \$6,000,000	1,652,000	7	Jan. & July.	"	1898	84 1/2	2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	.....
Consolidated Mort. sterling.....	83,420	.....	"	London.	1898	.....	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	95
Oil Creek and Allegheny River:							Bridge (O. & P. R. R.) bonds..	153,000	7	May & Nov.	"	1876	.....
1st Mortgage.....	3,170,000	7	Jan. & July	Philadelphia.	1897	78	Placerville and Sacramento						
Old Colony and Newport:							1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	.....
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	95	1st Mortgage.....	525,000	10*	"	"	1894	.....
Company Bonds.....	458,000	6	April & Oct.	"	1876	95	Providence, Warren and Bristol:						
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	102 1/2	1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	.....
Orange, Alexandria & Manassas:							2d Mortgage.....	50,000	8	June & Dec.	"	1877	.....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	85	Quincy and Toledo:						
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	74 1/2	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	83
3d Mort. " " "	573,500	8	May & Nov.	Richmond.	1873	83	Raritan and Delaware Bay:						
4th Mort. " " "	331,700	8	March & Sept.	Alexandria.	1880	75	1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	.....
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	77 1/2	2d Mortgage.....	250,000	7	"	"	1888	.....
Va. State Loan.....	249,982	6	"	"	1887	.....	Equipment Bonds, convertible..	296,000	7	"	"	1876	.....
Oswego Valley:							Reading and Columbia:						
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888	.....	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	.....
Oswego and Rome:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	.....
1st Mort. guar. by R. W. & O.....	500,000	7	May & Nov.	New York.	1916	.....	Rensselaer and Saratoga:						
Income.....	200,000	6	Feb. & Aug.	"	1891	.....	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	.....
Oswego and Syracuse:							1st Mortgage (Bar. & Whitehall)	400,000	7	March & Sept.	"	1886	.....
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80	.....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	.....
2d Mortgage.....	375,000	7	"	"	1885	.....	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	.....
Pacific of Mo.:							Richmond and Danville:						
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	97	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	.....
St. Louis Loan.....	700,000	6	"	"	'71-'73	97 1/2	Bonds guaranteed by Virginia..	161,600	6	"	"	'75-'76	75 1/2
1st (new) Mortgage.....	7,000,000	6*	Feb. & Aug.	New York.	1888	97 1/2	Consolidated, coupon.....	1,298,000	6	May & Nov.	"	'75-'90	.....
Panama:							Consolidated, registered.....	408,500	6	"	Richmond.	'75-'90	.....
1st Mortgage, Sterling.....	418,000	7*	April & Oct.	London.]	1870	.....	Rich., Frederickburg & Potomac:						
1st Mortgage, Sterling.....	346,000	7*	"	"	1875	.....	Company Bonds, sterling.....	67,778	6*	Jan. & July.	London.	1875	.....
2d Mortgage, Sterling.....	1,150,000	7*	Feb. & Aug.	"	1872	.....	Company Bonds, dollar.....	172,800	7	"	Richmond.	1875	.....
Paterson and Newark:							Richmond and Petersburg:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.]	1888	.....	Company Bonds (coup. & reg.)..	130,500	7	June & Dec.	N. Y. & Rich.	1875	.....
Pemberton and Hightstown:							Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870	.....
1st Mortgage endorsed.....	160,000	7	"	New York.	1877	.....	Richmond and York River:						
Peninsular (Michigan):							1st Mortgage.....	600,000	8	"	New York.	18—	.....
1st Mortgage for \$16,000 per m..	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95	Roanoke Valley (R. & Dan.):						
Pennsylvania:							1st Mortgage.....	160,800	7	Feb. & Aug.	Richmond.	'00-'76	.....
1st Mort. { Harrisb. to Pittab. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	98 1/2	Rockford, R. Island & St. Louis:						
2d Mort. { " " " }	2,594,000	6	April & Oct.	"	1875	98 1/2	1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	98
2d M. stg. { " " " }	2,283,840	6	"	London.	1875	.....	Rock Island and Peoria:						
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	.....	1st Mortgage.....	1,384,000	7	"	New York.	18—	.....
State lien on whole property.....	6,232,755	6	April & Oct.	Harrisburg.	1890	.....	Rome, Watertown & Ogdensb.:						
Short Bonds and Debentures.....	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	.....	1st Mortgage, Sinking Fund.....	571,000	7	June & Dec.	New York.	1891	100
Pennsylvania and New York:							Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	"	1880	.....
1st Mortgage guaranteed.....	2,607,000	7	"	Philadelphia.	18—	91	1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	"	'00-'74	.....
Pensacola and Georgia:							Rutland and Burlington:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	.....	1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	102
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	.....	2d Mort. conv. into com. stock..	937,500	7	"	"	1863	60
2d Mortgage.....	255,000	8	"	"	18—	.....	Sacramento Valley:						
Peoria and Bureau Valley:							1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	.....
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	.....	2d Mortgage.....	329,000	10*	Feb. & Aug.	Sacramento.	1881	.....
Peoria, Pekin and Jacksonville:							St. Joseph and Council Bluffs:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	.....	1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107 1/2
Perkiomen:							1st Mortgage (in Iowa 52 m.)...	150,000	10	"	"	1893	.....
1st Mortgage.....	255,000	6	"	Philadelphia.	18—	.....	2d Mortgage (" " ").....	500,000	7	"	"	1882	.....
Perth Amboy and Woodbridge:							St. Louis, Alton and Terre Haute:						
1st Mortgage, guaranteed.....	100,000	6	"	New York.	18—	.....	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	94 1/2
Philadelphia and Baltimore Cent.:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	.....
1st Mortgage.....	675,000	7	Jan. & July.	Philadelphia.	1876	.....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	84
Philadelphia and Erie:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	.....
1st Mortgage (Sumbury & Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	100	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	81
1st Mortgage (General).....	5,000,000	6	"	"	1881	92	St. Louis and Iron Mountain.						
2d Mortgage.....	4,000,000	6	"	"	1901	85 1/2	1st Mortgage for \$4,000,000.....	3,000,000	7	Feb. & Aug.	New York.	1892	87
3d Mortgage for \$3,000,000.....	600,000	7	Jan. & July.	"	1885	88 1/2	St. Louis, Jacksonville & Chicago:						
Philadelphia, Germant. & Norist.:							1st Mortgage (\$15,000 per mile).	2,365,000	7	April & Oct.	New York.	1884	92 1/2
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	.....	2d Mortgage (\$5,000 per mile)...	360,000	7	Jan. & July.	"	1898	.....
Philadelphia and Reading:							St. Louis and St. Joseph:						
Bonds of 1849.....	401,000	6	April & Oct.	Philadelphia.	1870	103	1st Mortgage.....	1,000,000	6*	May & Nov.	New York.	1893	.....
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	96	St. Louis, Vandalia & T. Haute:						
Bonds of 1866-43-44-48 and 49..	2,497,800	6	"	"	1880	92 1/2	1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	.....
Bonds of 1867, convertible.....	171,500	6	"	"	1886	94 1/2	2d Mortgage, S. F., guaranteed.	2,600,000	7	"	"	18—
Bonds of 186 1													

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	...	Consolidated Mort.—1st class ..	\$722,500	7	Apr. & Oct.	Philadelphia.	1890	...
3d Mortgage.....	71,000	7	— & —	" "	1870	...	" " 2d class...	850,000	7	" " or	" "	1890	...
Selma and Meridian:							" " 3d class...	154,000	7	Jan. & Jul.	" "	1890	...
1st Mortgage.....	79,873	...	— & —	— & —	...	...	" " 4th class...	1,263,000	7	" "	" "	1890	...
2d Mortgage.....	52,000	...	— & —	— & —	...	...	Virginia and Tennessee:						
3d Mortgage.....	665,000	...	— & —	— & —	...	...	1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	...
Selma, Rome and Dalton:							2d Mortgage.....	23,500	6	" "	" "	1868	...
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	...	3d Mortgage (Enlarged).....	990,000	6	" "	" "	1884	...
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	...	Income Bonds.....	138,500	6	" "	" "	1865	...
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	...	Funding Bonds (\$1,000,000).....	738,000	8	" "	" "	1890	...
Shamokin Valley and Pottsville:							Warren:						
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	72	1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	...
Shenoygan and Pond Lac:							Warwick Valley:						
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	...	1st Mortgage.....	85,000	7	April & Oct.	New York.	1890	...
Sioux City and Pacific:							Western Alabama:						
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	...	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	...
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	" "	1898	...	West Wisconsin:						
Somerset and Kennebec:							1st Mort. Land Grant, etc. conv	1,000,000	7	Jan. & July.	London.	1884	70
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	...	West Chester and Philadelphia:						
2d Mortgage.....	250,000	6	" "	" "	1876	...	1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	94
Shore Line (N. H. & N. L.):							2d Mortgage, registered.....	562,000	8	April & Oct.	" "	1878	90
1st Mortgage, reconstruction ...	55,000	7	March & Sept.	New Haven.	1880	...	West Jersey:						
South Carolina:							Loan of 1883 for \$400,000.....	400,000	6	March & Sept.	Philadelphia.	1883	91
Sterling Bonds \$452,912.....	2,612,944	5*	Jan. & July.	London.	'71-'85	...	Loan of 1896 for \$1,000,000	983,500	7	Jan. & July.	" "	1896	97
Sterling Bonds \$59,031.....	262,366	5*	" "	Charleston.	'71-'85	...	Western (Boston and Albany).						
Domestic Bonds.....	418,016	6	" "	" "	'73-'74	...	Sterling Loans, \$899,900.....	2,051,520	5*	April & Oct.	London.	'69-'71	...
Domestic Bonds.....	583,500	7	April & Oct.	" "	'69-'72	82	Dollar Bonds.....	798,000	6	" "	Boston.	1875	96
Domestic Bonds.....	353,500	7	Jan. & July.	" "	'88-'91	...	Western Maryland:						
South and North Alabama:							1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	89
1st Mort. (\$16,000 p.m.) endorsed	...	8	— & —	New York.	1880	...	2d Mortgage unendorsed.....	400,000	6	" "	" "	1890	75
South Shore:							2d Mort. for \$300,000, end. by B.	300,000	6	" "	" "	1890	90
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90	2d M. for \$300,000, end. by W.Co.	300,000	6	" "	" "	1890	80
South Side, Va.:							Western Pennsylvania:						
Virginia State Loan.....	800,000	6	Jan. & July.	New York.	1887	...	1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	18—	80
2d Mort., guar. by Petersburg ..	300,000	6	" "	Petersburg.	'70-'75	63	Western Union:						
3d Mort. (for City Point R. R.) ..	175,000	6	" "	" "	'65-'68	...	1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	...
4th Mortgage.....	317,000	6	" "	" "	'70-'72	...	Whitehall and Plattsburg:						
Consol. Mortgage.....	...	8	" "	New York.	'84-'90	...	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	...
South Side, L. I.:							Wicomco and Pocomoke:						
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	...	1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	...
South Western:							Wilm. Charlotte & Rutherford:						
1st Mortgage.....	699,500	8	various.	Macon.	'75-'85	...	N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	...
South West Pacific:							1st Mortgage guar. by State.....	...	8	" "	" "	1897	64
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	...	Wilmington and Manchester:						
Southern Minnesota:							1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	...
1st Mort. (10-20 yrs) \$20,000 p.m.	...	8	Jan. & July.	New York.	1888	...	2d Mortgage, 2d pref.....	145,000	7	" "	" "	1886	...
Springfield and Columbus:							1st Mortgage, 3d pref.....	528,000	7	" "	" "	1886	...
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	...	2d Mortgage.....	80,000	7	May & Nov.	" "	1873	...
Staten Island:							Wilmington and Weldon:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	...	1st Mortgage, Sterling.....	578,888	6*	Jan. & July.	London.	1881	...
Sterling Mountain:							2d Mortgage, Sterling.....	197,777	7*	May & Nov.	" "	1886	...
1st Mortgage.....	350,000	7	— & —	New York.	1874	...	Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	59
Sullivan:							York and Cumberland (N. Cent.)						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	...	1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870	88
2d Mortgage.....	250,000	6	Feb. & Aug.	" "	1880	...	3d Mortgage.....	500,000	6	" "	" "	1877	...
Syracuse, Binghamton and N. Y.:							CANAL BONDS.						
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	...	Chesapeake and Delaware:						
Summit Branch:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	94
1st Mortgage.....	528,000	6	— & —	Philadelphia.	18—	...	Chesapeake and Ohio:						
Sussex:							State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
1st Mortgage.....	200,000	6	— & —	New York.	18—	...	Sterling, guaranteed.....	4,375,000	5*	" "	London.	1890	...
Tioga:							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1886	...
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	91	Delaware Division:						
Toledo, Peoria and Warsaw:							1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	82
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	83	Delaware and Hudson:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	" "	1896	78	1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	...
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	" "	1886	...	1st Mortgage (new).....	1,500,000	7	May & Nov.	" "	1877	...
Toledo, Wabash and Western:							Delaware and Raritan (See Cam						
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	93	den and						
1st M. (L. Erie, W. & St. L. 167 m.)	2,000,000	7	" "	" "	1890	...	Erie of Pennsylvania:						
2d Mort. (Tol. & Wabash 75 m.) ..	1,500,000	7	May & Nov.	" "	1878	34	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1865	...
2d Mort. (Wab. & West. 167 m.) ..	1,600,000	7	" "	" "	1871	...	Interest Bonds.....	161,960	7	" "	" "	18—	...
Equip't Bonds (T. & W. 75m.) ..	600,000	7	" "	" "	1883	78	Illinois and Michigan:						
Consol. M. (T. W. & W. 499 m.) ..	2,332,000	7	F. M. A. & N.	" "	1907	79	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	...
Troy and Boston:							Ill. State bonds, sterling, reg...	500,967	6*	" "	" "	1870	...
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	...	Ill. State bonds, etc. coup. & reg.	32,700	6*	Jan. & July.	New York.	1870	...
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	...	Ill. State b'ds, cur. coup. & reg.	35,400	6	" "	" "	1870	...
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	...	Lehigh Coal and Navigation:						
Convertible Bonds.....	325,000	7	March & Sept.	" "	1882	...	1st Loan.....	384,162	6	J. A. J. & O.	Philadelphia.	1870	...
Troy Union:							2d Loan.....	5,606,122	6	" "	" "	1884	56
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	...	3d Loan.....	2,000,000	6	" "	" "	1897	...
2d Mortgage, guaranteed.....	360,000	6	" "	" "	1878	...	Gold Loan.....	5,000,000	6*	June & Dec.	" "	1897	88
Union Pacific:							Convertible Loan.....	1,201,850	6	" "	" "	1877	78
1st Mortgage, free.....	27,111,000	6*	Jan. & July.	New York.	'95-'99	84	Monongahela Navigation:						
2d Mortgage (Gov. subsidy).....	27,111,000	6*	" "	" "	'95-'99	...	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	...
Union Pacific—Central Branch:							2d Mortgage.....	57,000	6	" "	" "	18—	...
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	...	Morris (and Banking):						
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	" "	1895	...	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	90
Union Pacific—Eastern Division:							2d Mortgage.....	302,750	6	" "	" "	1876	70
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	...	Boat Loan.....	232,087	6	" "	" "	1885	78
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	" "	1896	...	North Branch:						
2d Mortgage (Gov. subsidy).....	6,203,000	6	Jan. & June	" "	'95-'97	...	1st Mortgage.....	500,000	6	May & Nov.	Philadelphia.	1876	...
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	" "	1896	...	Schuylkill Navigation:						
Land Grant Mort. for \$500,000..	361,000	7	March & Sept.	" "	'71-'76	...	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
Income bonds \$10,000 p. m.....	4,275,350	7	June 1, '71.	" "	1916	...	2d Mortgage.....	3,980,870	6	Jan. & July.	" "	1882	57
Vermont Central:							Improvement Loan.....	1,601,670	6	May & Nov.	" "	1876	...
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	81	Susquehanna and Tide Water:						
2d Mortgage.....	1,500,000	7	" "	Philadelphia.	1891	42	Md. State Loan, sterling.....	1,050,000	6	Jan. & July.	London.	1885	...
Equip. Loan (Vt.C. & Vt. & Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	100	Coupon Bonds.....	1,250,000	6	" "	Baltimore.	1873	55
Vermont and Massachusetts:							Preferred Interest Bonds.....	325,000	6	" "	" "	1894	...
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	91	Union (Pa.):						
Vermont Valley:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	...
1st Mortgage.....	388,000	7	April & Oct.	New York.	1880	...	West Branch and Susquehanna:						
2d Mortgage.....	114,000	6	" "	" "	1880	...	1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1878	...
3d Mortgage.....	293,200	7	" "	New York.	1859	...	Wyoming Valley:						
							1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State aid Railroads are distinguished by a "t."

Abstract of General Balance Sheet.																												
Years ending.	Railroad			Rolling Stock			Companies.	Property and Assets.				Liabilities.				Operations.			Earnings.			Value of Shares.						
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.			Pass.	Freight.	Cars.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passengers.		Freight.	Gross.	Net.	Dividends.	Market.	P. c.
Sept. 30, 1898	25.0			157.0	1			Adirondack	2,079,068					4,183,000	915,000	418,711	31,470	20.0	15,972	10,719	8,439	20,900	177	100				
Jan. 30, 1899	70.0			23.0	1			Alabama and Chattanooga	5,839,598					1,891,393	2,902,000	560,000	401,830	70.0	291,226	7,081,254	4,250,199	535,823	227,819	100				
Sept. 30, 1898	125.0			11.2	15	7	182	Albany and Susquehanna	8,042,783					2,241,250	4,000,000	1,801,548	800,000	132.0	291,226	7,081,254	4,250,199	535,823	227,819	100				
Jan. 31, 1899	132.0			48.0	7	6	102	Albany Valley	8,042,783					2,241,250	4,000,000	1,801,548	800,000	132.0	291,226	7,081,254	4,250,199	535,823	227,819	100				
Jan. 30, 1898	26.5			4.9	1			Androscoquin	606,000					201,000	195,000	6,613	31,470	68.0	120,113	67,709	49,327	185,226	75,428	100				
Nov. 30, 1898	86.7			8.2	6	7	86	Atlanta and West Point	1,200,250					201,000	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Oct. 31, 1898	87.3			156	92	37	3370	Atlantic and Gulf	58,812,553					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Dec. 31, 1898	237.0			20	14	206	62	Atlantic and Gulf	58,812,553					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
May 31, 1897	94.9			7.7	9	6	641	Atlantic and Gulf	58,812,553					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Dec. 31, 1898	149.0			1.5	25.0	3	4	Avon, Genesee and Mount Morris	1,189,094					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Sept. 30, 1898	15.5			8.0	32.0	1	1	Avon, Genesee and Mount Morris	1,189,094					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Sept. 30, 1899	37.6			8.0	32.0	1	1	Avon, Genesee and Mount Morris	1,189,094					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Sept. 30, 1899	105.3			5.0	195.0	2	1	Bay de Noquet and Marquette	377,961					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Dec. 31, 1898	40.0			5.0	5.0	3	541	Bay de Noquet and Marquette	377,961					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Dec. 31, 1898	67.0			5.0	5.0	3	541	Bay de Noquet and Marquette	377,961					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Nov. 30, 1898	21.2			1.9	1.9			Belvidere Delaware	1,125,000					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Nov. 30, 1898	15.6			1.9	1.9			Berkshire	600,000					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Nov. 30, 1899	200.0			49.6	319.9	159	114	Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Sept. 30, 1899	42.9			0.7	0.7			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Mar. 31, 1899	95.5			24.3	24.3			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Nov. 30, 1898	297.7			24.3	24.3			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Nov. 30, 1898	25.8			1.9	1.9			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Nov. 30, 1898	74.4			8.5	8.5			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Nov. 30, 1898	57.5			7.7	7.7			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Sept. 30, 1898	82.3			1.0	1.0			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Sept. 30, 1898	85.0			8.7	8.7			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Sept. 30, 1898	142.0			1.0	1.0			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Dec. 31, 1898	10.2			2.1	2.1			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Dec. 31, 1898	18.0			33.1	100.0			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Dec. 31, 1898	61.2			1.1	1.1			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Dec. 31, 1898	90.2			7.1	7.1			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Dec. 31, 1898	29.6			3.0	3.0			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Dec. 31, 1898	41.2			4.0	4.0			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Oct. 31, 1898	40.0			5.0	5.0			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Sept. 30, 1898	44.0			2.5	2.5			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Sept. 30, 1898	44.0			37.0	37.0			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Dec. 31, 1898	271.6			25.5	25.5			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Nov. 30, 1898	170.6			10.6	10.6			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Nov. 30, 1898	64.0			23.2	23.2			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Dec. 31, 1898	137.1			8.9	8.9			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Dec. 31, 1898	100.0			12.5	12.5			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Sept. 30, 1898	103.5			8.9	8.9			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Sept. 30, 1898	17.4			12.5	12.5			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,709	49,327	185,226	75,428	100				
Aug. 31, 1897	40.0			13.0	13.0			Boston and Corning	582,346					1,200,250	195,000	6,613	31,470	86.7	120,113	67,70.								

Dec. 31, 1868	340.61	42.9	70.8	58	47	22	1,315	Cleveland, Col. Chin. & Ind.	1,030,146	539,456	1,626,000	1,622,100	305,846	242,602	390.33	2,177,407	546,371	628,356	2,652,014	884,449	7	100
Dec. 31, 1868	101.01	102.8	59.6	67	44	1,337	Cleveland and Mahoning	3,220,327	1,626,000	1,622,100	1,622,100	1,622,100	305,846	242,602	390.33	2,177,407	546,371	628,356	2,652,014	884,449	7	100
Nov. 30, 1868	101.01	102.8	59.6	67	44	1,337	Cleveland and Mahoning	3,220,327	1,626,000	1,622,100	1,622,100	1,622,100	305,846	242,602	390.33	2,177,407	546,371	628,356	2,652,014	884,449	7	100
Nov. 30, 1868	101.01	102.8	59.6	67	44	1,337	Cleveland and Mahoning	3,220,327	1,626,000	1,622,100	1,622,100	1,622,100	305,846	242,602	390.33	2,177,407	546,371	628,356	2,652,014	884,449	7	100
Dec. 31, 1868	112.7	43.9	25.3	40	39	15	867	Cleveland and Toledo	6,659,077	6,659,077	6,659,077	6,659,077	150,976	190,976	150,976	1,616,216	613,471	970,582	2,486,214	907,788	9	100
Feb. 28, 1869	112.7	43.9	25.3	40	39	15	867	Cleveland and Toledo	6,659,077	6,659,077	6,659,077	6,659,077	150,976	190,976	150,976	1,616,216	613,471	970,582	2,486,214	907,788	9	100
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
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Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
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Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8	100	
Mar. 31, 1868	108.8	54.7	12.8	120	70	25	1,800	Col. Chic. & Ind. Cent.	1,484,078	1,162,000	1,764,000	1,764,000	80,607	85,846	81,070	533,083	403,674	826,634	346,498	8</		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "§."

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[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running data (....) signify "not ascertained."

Abstract of General Balance Sheet.										Value of Shares.	
Property and Assets.				Liabilities.			Operations.			Earnings.	
Rolling Stock.				Accounts and Cash.			Railroad Operated.			Dividends.	
Railroad.				Assets.			M.			Par.	
Companies.				Rolling Stock.			Surplus Income.			p-c.	
Main Line.				Freight.			Accounts.			p-c.	
Branch Line.				R. M. E.			Bonds.			p-c.	
2d Track and Siding.				Engines.			Stocks.			p-c.	
Main Line.				Pass.			Surplus Income.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
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2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
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2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
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Main Line.				Pass.			Stocks.			p-c.	
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Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
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2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
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Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
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2d Track and Siding.				Engines.			Bonds.			p-c.	
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Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines.			Bonds.			p-c.	
Main Line.				Pass.			Stocks.			p-c.	
Branch Line.				Freight.			Accounts.			p-c.	
2d Track and Siding.				Engines							

CITY PASSENGER RAILROAD SHARE AND BOND LIST.

HORSE PASSENGER RAILROAD SHARE LIST.

PASSENGER RAILROAD BONDS.

Years ending.	Length equi. single track.	Horses & a Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.			COMPANIES.	Amount out-standing.	Rate.	Payable.	Principal Payable.	Market Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.						
Sept. 30, '68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	Albany:						
Nov. 30, '68				Albany st. Freight (B'ton).Mass.		150,000								1st Mortgage.....	40,000	7	J. & J.	18	....
Oct. 31, '68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	0,771	3,093		100	100	Bleecker St. & Fulton Ferry:						
Dec. 31, '68	31.00	480	80	Baltimore City.....Md.	1,747,127	900,000	694,000	40,713	302,566	61,700		100	100	1st Mortgage.....	694,000	7	J. & J.	1872	....
Sept. 30, '68	22.00	401	50	Bleeker st. & F.F. (N.Y.C.)N.Y.	110,000	110,000			8,800	1,193	6.8	100	100	Broadway (Brooklyn):						
Nov. 30, '68	3.53			Boston and Chelsea.....Mass.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	1st Mortgage.....	35,000	7	J. & J.	18	....
Sept. 30, '68	10.76	162	40	Broadway (Brooklyn).....N.Y.	522,595	2,100,000	1,600,000		664,652	184,914		100	100	Broadway and 7th Avenue:						
Sept. 30, '68	16.00	791	106	B'dway & 7th Av. (N.Y.C.)N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	1st Mortgage.....	600,000	7	J. & D.	1884	....
Sept. 30, '68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	1,164,204	1,500,000	300,000		1,197,309	233,938	12.0	100	100	Brooklyn, Bath & Coney I.						
Sept. 30, '68	74.00	1420	291	Brooklyn City.....N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	1st Mortgage.....	80,000	7	J. & J.	18	....
Sept. 30, '68	11.00	201	43	Brooklyn City & Newtown.N.Y.	434,600	254,600	300,000	1,487				100	100	Brooklyn City						
Sept. 30, '68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	1st Mortgage.....	300,000	7	J. & J.	1872	....
Sept. 30, '68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	318,909	86,000	186,000	109,500	99,734	17,427		100	100	Brooklyn City & Newtown:						
Sept. 30, '68	15.21	197	63	Buffalo street.....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	1st Mortgage.....	200,000	7	J. & J.	1875	....
Sept. 30, '68	7.85			Bushwick (Brooklyn).....N.Y.	731,671	727,800	150,000	94		89,058	9.0	100	100	Brooklyn, Prosp. P. & Flatb.						
Nov. 30, '68	28.52			Cambridge (Boston).....Mass.	29,758	21,130	6,000		18,645	4,097		10	10	1st Mortgage.....	300,000	7	M & N	1878	....
Sept. 30, '68	1.76			Central City (Syracuse).....N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	Brooklyn & Rockaway B'ch:						
Sept. 30, '68	36.00	561	149	Cen. P., N. & E.R. (N.Y.C.)N.Y.										1st Mortgage.....	45,000	7	J. & J.	18	....
Dec. 31, '68	9.20			Cincinnati street.....O.	179,635	192,750			227,369	95,876	32.1	50	191	Buffalo street:						
Oct. 31, '68	7.25	200	37	Citizens' (10th & 11th sts.) (Ph.)Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	100	100	1st Mortgage.....	186,000	7	J. & D.	1881	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg).....Pa.										Cambridge (Boston):						
Dec. 31, '68	6.50			City Passenger (Cin.).....O.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	1st Mortgage sinking fund	150,000	6	J. & J.	1883	924	
Sept. 30, '68	14.83	236	18	Coney Island & Brooklyn.....N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	Central Park, N. & E.River:						
Sept. 30, '68	22.89	792	116	Dry Dock, E.B. & B. (N.Y.C.)N.Y.	42,605	34,815		2,448	8,721	3,443		100	100	1st Mortgage.....	626,000	7	J. & J.	1874	....
Oct. 31, '68	3.50	10	3	Dunkirk and Fredonia.....N.Y.	24,275	26,000			10,444	3,732		25	25	Citizens' (Pittsburg):						
Oct. 31, '68	1.63			Easton and S. Easton.....Pa.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	1st Mortgage.....	56,300	7	J. & J.	1870	....
Sept. 30, '68	18.00	872	160	Eighth Avenue (N.Y. City)N.Y.	152,917	150,000								Coney Island and Brooklyn:						
Dec. 31, '68	8.00	52	9	Fairhaven and Westville.....Conn.	27,533	26,170			6,761	2,468		100	100	1st Mortgage.....	218,000	7	J. & J.	1873	....
Sept. 30, '68	1.74			Fifth Ward (Syracuse).....N.Y.	1,041,204	748,000	260,000		341,781	85,664	10.0	100	100	D. Dock, E.B. & B. & Battery:						
Sept. 30, '68	15.38	387	50	Frankford & Southwark (Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	6.0	50	50	1st Mortgage.....	700,000	7	J. & J.	18	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark (Ph.)Pa.	54,200	42,500	9,000	400	8,653	159		100	100	Eighth Avenue (N.Y.):						
Sept. 30, '68	3.25	16	5	Genesee & Water st. (Syr.)N.Y.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	1st Mortgage.....	203,000	7	J. & J.	18	....
Oct. 31, '68	54.25	356	81	Germantown (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	100	100	1st Mortgage.....	160,000	7	J. & J.	1873	....
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	200,000	170,000	30,000		72,870	5,321		100	100	Real Estate.....	100,000	7	var.	var.	....
Sept. 30, '68	5.50	92	44	Gr'd st. & Newtown (Bk'n)N.Y.	236,220	160,000	100,000		187,103	22,887	7.5	50	15	Frankford and Southwark:						
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.)Pa.										1st Mortgage.....	200,000	7	J. & J.	1869	....
Sept. 30, '68				Greenpoint & Wm'g (Bkn)N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	Germantown:						
Sept. 30, '68	10.00	122	23	Hartm.Br. Morr. & P'dham.N.Y.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	1st Mortgage.....	350,000	7	o. & J.	1874	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	180,000	180,000								Grand st. and Newtown:						
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield.....Conn.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	1st Mortgage.....	30,000	7	J. & J.	18	....
Oct. 31, '68	13.17	345	78	Hest. Mant. & F'mount (Ph.)Pa.										Hart. Br. Morr. & P'dham:						
Dec. 31, '68				Hoboken and Hudson City.N.J.										1st Mortgage.....	130,000	7	J. & J.	1877	....
Dec. 31, '68				Hoboken and Weehawken.N.J.										Hestonv., Mantua & Fairm:						
Sept. 30, '68	2.50			Hudson Av. (Brooklyn).....N.Y.	161,535	108,700	74,000	9,272				100	100	1st Mortgage.....	165,700	7	J. & J.	1874	....
Dec. 31, '68	10.47			Jersey City & Bergen Point.N.J.										Hudson Av. (Brooklyn):						
Sept. 30, '68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	34	100	100	1st Mortgage.....	74,000	7	M & N	1878	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.)Pa.	165,027	90,000	62,500	10,560	70,353	9,702	25	9		Lombard and South st. (Ph.):						
Nov. 30, '68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411		100	100	1st Mortgage.....	62,500	7	J. & J.	1873	76	
Nov. 30, '68	12.50	301	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,668	Loss.		100	100	Lynn and Boston:						
Nov. 30, '68	3.60			Malden and Melrose (B'tn).Mass.	60,246		52,000		24,472					1st Mortgage sinking fund	50,000	6	J. & J.	1872	....
Nov. 30, '68	1.00			Marginal Freight (Boston).Mass.	177,624	177,700								Malden and Melrose:						
Nov. 30, '68	3.08			Medford & Charlestown (B'tn).Mass.	27,500	21,000	6,500		2,240			100	100	1st Mortgage, guaranteed.	52,600	6	A. & O	1880	....
Nov. 30, '68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000			2,249			100	100	Metropolitan (Brooklyn):						
Nov. 30, '68	6.00	58	13	Metropolitan (Brooklyn).....N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	1st Mortgage.....	191,900	7	J. & J.	1878	....
Nov. 30, '68	42.86	191	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	Middlesex (Boston)						
Nov. 30, '68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100	1st Mortgage sinking fund	98,500	6	J. & D.	18	83	
Sept. 30, '68	12.20	180	52	Ninth Avenue (N.Y. City)N.Y.	468,322	797,320	167,000		95,848	595		100	100	Ninth Avenue (N.Y.):						
Nov. 30, '68	3.39	17	2	Northampton & Wm'g.Mass.	300,000	300,000			13,884	562	</									

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by leases and thus (†) have equal dividends with lessors' stock.)

COMPANIES.	Amount outstanding.	Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...	...
Atlantic and St. Lawrence* guar.	2,494,000	4	...	...
Baltimore and Ohio, pref.	8,000,000	6	...	...
Berkshire* guaranteed	600,000	7	...	...
Blossburg and Corning* guar.	250,000	5	...	...
Boston, Concord and Montreal, pref.	1,840,000	6	...	...
Buffalo, N. York and Erie* guar.	950,000	7	...	...
Camden and Atlantic, pref.	600,000	7	...	...
Catawissa* pref. and guar.	2,200,000	7	...	...
Cayuga and Susquehanna* guar.	589,110	...	...	...
Cedar Rapids & Missouri* preferred and guaranteed	755,000	7	...	...
Central Ohio, preferred	400,000	7	...	...
Chemung* guar.	380,000	8	...	...
Cheshire, preferred	2,017,815	7	...	...
Chicago and Alton, pref.	2,425,400	7	...	...
Chicago and Iowa and Nebraska* guar.	2,600,000	...	...	...
Chicago and Northwestern, pref.	18,159,097	7	...	...
Cleveland and Mahoning* guar.	2,056,000	7	...	...
Cleveland and Toledo* guar.	6,250,000	...	...	...
Cochecho, preferred	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	...	...
Cumberland Valley, 1st pref.	241,900	8	...	...
" 2d pref.	242,000	8	...	...
Delaware* guaranteed	694,261	6	...	...
Detroit & Milwaukee* preferred and guaranteed	1,500,000	6	...	...
Dubuque and Sioux City* preferred and guaranteed	1,988,170	7	...	...
Dubuque Southwestern, pref.	390,308	7	...	...
Eastern (N. H.)* guaranteed	492,500	8	...	...
Elmira, Jefferson and Canandaigua* guaranteed	500,000	5	...	...
Elmira and Williamsport* guar.	500,000	5	...	...
Elmira and Williamsport* preferred and guaranteed	500,000	7	...	...
Erie, preferred	8,536,910	7	...	...
Hannibal and St. Joseph, pref.	1,252,836	7	...	...
Harrisburg and Lancaster* guar.	1,182,550	7	...	...
Houston, preferred	1,180,000	8	...	...
Huntingdon & Broad Top Mountain, preferred	190,750	7	...	...
Joliet and Chicago* guar.	1,500,000	7	...	...
Joliet and Northern Indiana* guar.	300,000	8	...	...
Lackawanna and Bloomsburg, pref.	600,000	7	...	...
Leeds and Farmington* guar.	...	...	...	...
Little Schuylkill* guar.	2,646,100	7	...	...
Louisville, Cincinnati and Lexington, preferred	848,315	9	...	...
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	...
" 2d pref.	4,051,744	6	...	...
Manchester and Lawrence*	1,000,000	...	...	...
Michigan Southern, guaranteed	586,800	10	...	...
Mill Creek and Mine Hill* guar.	323,375	10	...	...
Milwaukee and P. du Chien, 1st pref.	...	...	...	...
" 2d pref.	9,744,268	7	...	...
Milwaukee and St. Paul, preferred	...	...	...	...
Mine Hill and Schuylkill Haven* guaranteed	3,775,000	8	...	...
Mount Carbon & Pt. Carbon* guar.	282,250	12	...	...
New Haven and Northampton*	1,344,000	...	...	...
New York and Harlem, pref.	1,500,000	8	...	...
Niagara Br. and Canandaigua* guar.	1,000,000	6	...	...
North Eastern (S. C.), preferred	155,000	8	...	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	...	...
Ohio and Mississippi, pref.	3,500,000	7	...	...
Pateron and Hudson* guar.	630,000	8	...	...
Pateron and Ramapo* guar.	248,000	...	...	...
Peoria and Bureau Valley* guar.	1,200,000	...	...	...
Philadelphia and Erie*	5,998,700	...	...	...
Philadelphia and Reading, pref.	1,551,800	...	...	...
Philadelphia and Trenton* guar.	1,099,120	...	...	...
Pittsfield and North Adams* guar.	450,000	6	...	...
Portl. & Kennebec (Yarmouth) guar.	202,400	6	...	...
Portland, Saco & Portsmouth* guar.	1,500,000	6	...	...
Portsmouth and Concord*	350,000	7	...	...
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	...	...
Rochester and Genesee Valley*	557,560	...	...	...
Rutland, preferred	...	...	...	...
St. Louis, Alton and T. H., pref.	2,040,000	7	...	...
Sandusky and Cincinnati, pref.	445,596	6	...	...
Schuylkill Valley* guar.	578,050	5	...	...
Shamokin Valley & Pottsville* guar.	889,450	5	...	...
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	...
" (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	...	...
Troy and Greenbush* guar.	274,000	7	...	...
Vermont and Canada* guar.	2,500,000	8	...	...
Warren* guar.	1,408,300	7	...	...
White Mountains* guar.	200,000	5	...	...
Wrightsv. York & Gettysburg* pref.	317,050	...	...	...
CANAL STOCKS:				
Delaware Division* guar.	1,633,350	8	...	...
Morris, preferred	1,175,000	10	...	...
Schuylkill Navigation, pref.	2,888,907	6	...	...
Union, preferred	...	...	...	...
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	...	...	...	...
Mariposa Mining, pref.	5,774,400	7	...	...

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	33	@	37	—
Pig, American, No. 1.....	per ton	33	@	34	—
Pig, American, No. 2.....	per ton	31	@	32	—
Pig, American, Forge.....	per ton	30	@	31	—
Bar, Refined, English and American.....	per ton	...	@	75	—
Bar, Swedes, assorted sizes.....	(gold)	85	@	97	50
STORE PRICES.					
Bar, Swedes, ordinary sizes.....	per ton	115	@	125	—
Bar, Refined.....	per ton	77	50	@	—
Bar, Common.....	per ton	72	50	@	—
Scroll.....	per ton	87	50	@	115
Ovals and Half-round.....	per ton	95	@	110	—
Band.....	per ton	95	@	—	—
Horse Shoe.....	per ton	95	@	—	—
Rods, 3-16 inch.....	per ton	85	@	120	—
Hoop.....	per ton	105	@	145	—
Nail Rod.....	per lb.	7	@	—	7½
Sheet, Russia, as to No. 8.....	(gold)	11	@	—	12
Sheet, Single D. and T. Common.....	(gold)	4½	@	—	6½
Rails, English.....	per ton	59	@	60	—
Rails, American, at Works in Penna. c'y.	per ton	70	@	77	—
Anvils, Eagle.....	per lb.	9	@	—	—
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)					
English, Cast. (2d and 1st quality).....	per lb.	16	@	—	20
English Spring (2d and 1st quality).....	per lb.	7	@	—	10
English Blister (2d and 1st quality).....	per lb.	11	@	—	18
English Machinery.....	per lb.	11½	@	—	14
English German (2d and 1st quality).....	per lb.	13	@	—	15
American Blister "Black Diamond".....	per lb.	13	@	—	12
American, Cast, Tool, do.....	per lb.	9	@	—	18
American, Spring, do.....	per lb.	9	@	—	12
American Machinery, do.....	per lb.	10	@	—	12
American German, do.....	per lb.	10	@	—	12
NAILS—DUTY: Cut, 1½; Wrought, Horse Shoe, 2½. 5 cents per lb. (Cash.)					
Cut, 4d. @ 10d.....	per 100 lb	4	37½	@	4 50
Clinch.....	per 100 lb	5	87½	@	6
Horse Shoe, Forged (No. 10 to 6).....	per lb.	23	@	—	29
Copper.....	per lb.	28	@	—	30
TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.					
Banca.....	(gold) per lb.	33½	@	—	34
Strait.....	(gold) per lb.	32½	@	—	32½
English.....	(gold) per lb.	31	@	—	31½
Plates—Fair to good brands. (Gold) (Currency)					
I. C. Charcoal.....	per box	8 25	@	8 50	9 75
I. C. Coke.....	per ton	7 00	@	7 50	8 25
Coke Terne.....	per ton	5 75	@	6	6 75
Charcoal Terne.....	per ton	7 37½	@	8	8 75
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.					
Crude, 40 @ 48 gravity (in bulk).....	per gall.	14	@	—	14½
Crude, 40 @ 47 gravity (in shipping order).....	per gall.	19	@	—	19½
Refined, prime L. S. to W. (110 @ 115 test).....	per bbl.	25	@	—	26
Refined, Standard White (in ship's order).....	per bbl.	26½	@	—	26½
Refined, prime White (in shipping order).....	per bbl.	28	@	—	28
Refined, S. W. (in jobbing lots).....	per bbl.	29	@	—	30
Refined, S. W. (in tin).....	per bbl.	33	@	—	33½
Naphtha, Refined, (65 @ 73 gravity).....	per bbl.	10	@	—	10½
Residuum.....	per bbl.	4 50	@	4 62½	—
GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 25 cents per sq. foot; all above that, 50 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.					
American Window. (Single Thick.)					
SIZES.					
1st.	2d.	3d.	4th.		
A.	B.	C.	D.		
6 by 8 to 7 by 9.....	\$7 75	\$7 00	\$6 50	\$6 00	
8 by 10 to 10 by 15.....	8 25	7 50	7 00	6 50	
11 by 14 to 12 by 18.....	9 75	9 00	8 00	7 00	
14 by 16 to 16 by 24.....	10 50	9 50	8 50	7 50	
18 by 22 to 18 by 30.....	12 25	11 25	10 00	8 00	
20 by 30 to 24 by 30.....	15 00	13 75	11 50	9 00	
24 by 31 to 24 by 36.....	16 50	16 00	12 50	10 00	
25 by 36 to 30 by 44.....	17 50	16 00	14 50	12 50	
30 by 46 to 32 by 48.....	20 00	18 00	15 50	13 50	
32 by 50 to 32 by 56.....	22 00	20 00	17 00	14 50	
Above.....	25 00	23 00	20 00	16 00	
(The above subject to a discount of 55 @ 60 per cent.)					
French Window—1st, 2d, 3d and 4th qualities. (Single Thick.) (New List, Aug. 30th.)					
6 by 8 to 8 by 10.....	(4 qts.)	per 50 feet	10	@	7 75
8 by 11 to 10 by 15.....	(4 qts.)	per 50 feet	10	@	8
11 by 14 to 12 by 18.....	(4 qts.)	per 50 feet	12	@	9 25
14 by 16 to 16 by 24.....	(4 qts.)	per 50 feet	12	@	9 75
18 by 22 to 18 by 30.....	(4 qts.)	per 50 feet	10	@	10 50
20 by 28 to 24 by 30.....	(4 qts.)	per 50 feet	18	@	12
26 by 23 to 24 by 36.....	(4 qts.)	per 50 feet	19	@	12 50
26 by 34 to 26 by 40.....	(3 qts.)	per 50 feet	21	@	16
28 by 38 to 28 by 44.....	(3 qts.)	per 50 feet	22	@	16 50
28 by 46 to 30 by 48.....	(3 qts.)	per 50 feet	23	@	17
30 by 50 to 32 by 52.....	(3 qts.)	per 50 feet	24	@	18
32 by 54 to 34 by 56.....	(3 qts.)	per 50 feet	28	@	19 50
34 by 58 to 34 by 60.....	(3 qts.)	per 50 feet	30	@	22
36 by 60 to 40 by 60.....	(3 qts.)	per 50 feet	36	@	23
(Subject to a discount of 55 @ 60 per cent.)					
English sells at 40 @ 50 per cent. off the above rates.					

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 30.

	Th. 24	F. 25	Sat. 26	M. 28	Tu. 29	W. 30
Canton Co.....	66½	65½	65	64½	64	64
Central Pacific 6s.....	93	92	92	92	92	92
Central of N. Jersey.....	103	103½	102½	102½	102½	102½
Chicago & Alton.....	111	111	111	111	111	111
.. pref.....	112	112	112	112	112	112
.. 1 M.....	102½	102½	102½	102½	102½	102½
.. S. F.....	102½	102½	102½	102½	102½	102½
.. Inc. bds.....	102½	102½	102½	102½	102½	102½
Chicago, Burl. & Q.....	112	112	112	112	112	112
.. 8s, 1885.....	112	112	112	112	112	112
Chl. & Gt. Eastern 1st m.....	71½	71½	71½	71½	71½	71½
Chic. & Northwestern.....	82½	83	83	83	83	83
.. pref.....	82½	83	83	83	83	83
.. 1st M.....	94	94	94	94	94	94
.. S. F.....	94	94	94	94	94	94
.. Consol.....	91½	90½	90½	90½	90½	90½
Chic. Rock Isl. & Pac. 120s.....	121½	120½	119	119	119	119
Chicago & R. I. 7s, 1870.....	171	171	171	171	171	171
Chl. R. I. & Pa. 7s, 1896 9s.....	98	98	98	98	98	98
Clev., Col. C. and Ind. 74½.....	74	74	74	74	74	74
Clev. and Pittsburg.....	100	100½	99½	99	99	99
.. 2 M.....	100	100	100	100	100	100
.. 3 M.....	100	100	100	100	100	100
.. 4 M.....	100	100	100	100	100	100
Clev. and Toledo.....	100	100	100	100	100	100
.. S. F. 7s.....	100	100	100	100	100	100
Col., Chi. & Ind. C.....	17	17½	17	17½	17½	17½
.. 1 M.....	84	84½	84½	84½	84½	84½
.. 2 M.....	84	84	84	84	84	84
Cumberland Coal pref.....	116	116	115½	115½	115½	115½
Del. & Hudson Canal.....	116	116	115½	115½	115½	115½
Del. Lack. & Western 103s.....	103½	103½	103	103	103	103
.. 1 M 7s.....	100½	100½	100	100	100	100
.. 2 M 7s.....	100½	100½	100	100	100	100
Dubque & Sioux City 107½.....	107½	107½	107½	107½	107½	107½
Erie Railway.....	25	25½	25	24½	25½	25½
.. pref.....	45	44½	46	48	48½	52
.. 1 M 7s, 1897.....	101	101	101	101	101	101
.. 2 M 7s, 1879.....	74	74	74	74	74	74
.. 3 M 7s, 1883 87.....	87	87	87	87	87	87
.. 4 M 7s, 1880 87.....	87	87	87	87	87	87
.. 5 M 7s, 1888.....	87	87	87	87	87	87
Great Western 2d mort. 81.....	81	81	81	81	81	81
Hannibal & St. Joseph 107.....	107	107	107	107	107	107
.. pref. 106½.....	106½	106½	106½	106½	106½	106½
Hudson River.....	107	107	107	107	107	107
.. 1 M 7s, 1869.....	107	107	107	107	107	107
.. 2 M. S. F.....	107	107	107	107	107	107
.. 3 M 7s, 1875.....	107	107	107	107	107	107
Illinois Central.....	140½	140½	140½	140½	140½	140½
.. bonds.....	140½	140½	140½	140½	140½	140½
Lake Shore & Mich. S'th. 87½.....	87½	87½	87½	87½	87½	87½
Lake Shore Div. bonds. 92.....	92	92	92	92	92	92
Marietta & Cin. 1st pref.....	119	119	119	119	119	119
.. 2d pref.....	119	119	119	119	119	119
Michigan Central.....	119	119	119	119	119	119
.. S. F. 8s, 1882 120 conv. 8s, '69.....	119	119	119	119	119	119
M. S. and N. I. 1 M. S. F.....	97½	97½	97½	97½	97½	97½
.. 2 M.....	97½	97½	97½	97½	97½	97½
Mariposa Mining Co. 7.....	7	7	7	7	7	7
.. pref.....	13	15	11½	11½	13½	12½
.. Tr. 10s cts.....	59	59	58½	58½	58½	55
Milw. and St. Paul.....	59½	59½	58½	58½	58½	59
.. pref.....	72½	73½	72½	72½	73½	73½
.. 1st mort.....	92	92	92	92	92	93
.. 2d mort.....	104	104	104	104	104	105
.. 8s.....	104	104	104	104	104	105
.. 7 3-10s con.....	92	92	91½	92	92½	92
Missouri 6s.....	92	92	91½	92	92½	92
.. H. & St. J. 1ss. 92.....	92	92	91½	92	92½	92
Morris and Essex.....	90	90	103	89½	89½	89½
.. 1st mort.....	102½	102½	103	98½	98½	98½
.. 2d mort.....	96	96	96	96½	96½	96½
New York Central.....	93	93	93	93	93	93
.. 7s, S. F. 1876.....	93	93	93	93	93	93
.. 7s, conv. '76.....	93	93	93	93	93	93
.. 6s, S. F. 1883 91½.....	91½	91½	91½	91½	91½	91½
.. 6s, S. F. 1887.....	91½	91½	91½	91½	91½	91½
N. Y. Cen. & Hud. Riv. 92.....	92	92	92	91½	91½	91½
.. certificates. 90.....	90	90	89½	88½	88	89
N. York and Harlem.....	141	141	141	141½	141½	142
.. pref.....	141	141	141	141½	141½	141½
.. 1 M 7s, 1873.....	141	141	141	141½	141½	141½
N. Carolina 6s.....	46	47	46	46½	46½	47½
.. new.....	23½	23	22½	22½	22½	23
Ohio and Miss.....	26	29	29	28½	28½	29
.. pref.....	71	71	71	71	71	70½
.. 1st M.....	32½	32½	32½	32½	32½	36
Pacific Mail S. S. Co.....	30½	32½	32½	32½	32½	36
Panama.....	140	142	136½	136	136	136
Phila. and Reading.....	96½	96½	96½	97	97½	97½
Pitts. Ft. W. & Chi. gtd. 93.....	93	93	92½	93	93½	92½
.. 1 M.....	93	93	93	93	93	93
.. 2 M.....	93	93	93	93	93	97½
.. 3 M.....	93	93	93	93	93	95
Quicksilver Mining Co. 84.....	84	84	84	84	84	84
St. L., Alton & T. H.....	38	38	38	39	39	39
.. pref.....	65	65	65	65½	65½	65½
.. 1 M.....	84	84	84	84½	84½	84½
.. 2 M pref.....	84	84	84	84½	84½	84½
.. Income bds.....	84	84	84	84	84	84
Tennessee 6s.....	59	59	59	59	59	58½
.. new.....	50	50	50	50½	50½	51½
Tol., Wab. & Western. 45.....	45½	45	45	45	45	45
.. pref.....	93	93	93	93	93	74
.. 1 M. ex.....	93	93	93	93	93	74
.. 2 M.....	84	84	84	84	84	74
.. Equipment.....	84	84	84	84	84	74
Union Pacific 1st mort.....	84	84	84	84	84	74
Virginia 6s, ex-coupon. 70.....	68	68	68	70	70	72
.. now.....	70	70	70	70	70	72

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 30.

Th.24.F.25.Sat.26.M.28.Tu.29.W.30

FEDERAL STOCKS:--

U. S. 6s, 1871, reg.	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
U. S. 6s, 1871, coup.	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
U. S. 6s, 1874, reg.	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
U. S. 6s, 1874, coup.	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
U. S. 6s, 10-40s, coup.	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
U. S. 6s, 10-40s, reg.	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
U. S. 6s, 1881, reg.	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
U. S. 6s, 1881, coup.	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
U. S. 6s, '81, O.W.L. y.	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
U. S. 6s, 1881, reg.	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
U. S. 6s, 5-20s, reg.	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 6s, 5-20s, c. 1862.110	110	109 1/2	109 1/2	109 1/2	110
U. S. 6s, 5-20s, c. 1864.108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 6s, 5-20s, c. 1864.108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 6s, 5-20s, c. 1865.109	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 6s, 5-20s, r. n. '65.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 5-20s, c. n. '65.107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 5-20s, reg. '67.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
U. S. 6s, 5-20s, c. 1867.108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 6s, 5-20s, reg. '68.	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 6s, 5-20s, c. '68..109	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
U. S. 6s, Pac. R. issue 112 1/2	113	113 1/2	113	112 1/2	112

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 29.

W.23.Th.24.F.25.Sat.26.M.28.Tu.29

Catawissa	116 1/2	116 1/2	117 1/2	117 1/2	117 1/2
Camden and Amboy	116 1/2	116 1/2	117 1/2	117 1/2	117 1/2
6s, 1870	116 1/2	116 1/2	117 1/2	117 1/2	117 1/2
6s, 1875	116 1/2	116 1/2	117 1/2	117 1/2	117 1/2
6s, 1883	116 1/2	116 1/2	117 1/2	117 1/2	117 1/2
6s, 1889	116 1/2	116 1/2	117 1/2	117 1/2	117 1/2
mort. 6s, '89	94 1/2	94 1/2	95	95	95
Elmira & Williamsport	94 1/2	94 1/2	95	95	95
Lehigh Navigation	31 1/2	31 1/2	32 1/2	32 1/2	32 1/2
6s, 1884	88 1/2	88 1/2	88	88	88
Gold L.	88 1/2	88 1/2	88	88	88
R. R. L.	90 1/2	90 1/2	90	90	90
Lehigh Valley R. R.	55 1/2	54 1/2	54 1/2	54 1/2	55
6s new coup 96 1/2	54 1/2	54 1/2	54 1/2	54 1/2	55
6s new reg.	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2
Little Schuylkill R. R.	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2
Minehill	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2
Morris Canal	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2
North Pennsylvania	36 1/2	36 1/2	37	37	37
6s, 1880	90	91 1/2	90	90	90
6s, 1887	90	90	90	90	90
Northern Central	48	48	48	48	48
Pennsylvania R. R.	56 1/2	57 1/2	57 1/2	57 1/2	56 1/2
1st M.	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
2d M.	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Penn. State, 6s, 1st series	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
6s, 2d series	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
6s, 3d series	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
6s, W. L.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2
Philadelphia City, 6s	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
new	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Philad. Germ. & Nor.	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2
7s, 1893	27 1/2	27 1/2	28 1/2	28 1/2	28 1/2
Philadelphia and Erie	87 1/2	87 1/2	88	88 1/2	88 1/2
Schuylkill Navigation	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2
6s, 1882	68	68	68	68	68
6s, 1876	68	68	68	68	68
6s, 1872	68	68	68	68	68
Susq. Canal	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
6s, 1878	43	43	43	43	43
Union Canal, pref.	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2
6s, 1878	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2
Hestonville, (Horse)	43	43	43	43	43
Chestnut & Wal.	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2
Green & Coates	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2
2d and 3d streets	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2
Spruce and Pine	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2
13th and 15th sts.	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 29.

W.2.Th.24.F.25.Sat.26.M.28.Tu.29

Baltimore City 6s, 1875	96	96	96	96	96
1886	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
1890	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
1884	140	140	140	140	140
Balt and Ohio	136 1/2	136 1/2	136 1/2	136 1/2	136 1/2
bonds, 1875	136 1/2	136 1/2	136 1/2	136 1/2	136 1/2
1880	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2
1885. 96	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2
Marietta & Cin. 1st M.	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
2d M.	72 1/2	72 1/2	73 1/2	73 1/2	73 1/2
Northern Central	49	48 1/2	48 1/2	48 1/2	48 1/2
bonds, 1885. 90 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
1900	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
N. W. Va. 1st mort.	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
2d mort.	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
3d mort.	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
City Passenger R. R.	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 30.

Th.24.F.25.Sat.26.M.28.Tu.29.W.30

Boston and Albany	144 1/2	143 1/2	143 1/2	142 1/2	142 1/2
Boston and Lowell	146 1/2	146 1/2	146 1/2	146 1/2	146 1/2
Boston and Maine	142	142	142	142	142
Boston and Providence	142	142	142	142	142
Boston, Hartford & Erie	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
7s, new	36 1/2	37 1/2	37 1/2	38	36
Cheshire, pref.	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2
Concord	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2
Connecticut River	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2
Eastern	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2
Fitchburg	116 1/2	116 1/2	116 1/2	116 1/2	116 1/2
Manchester & Lawr'ce	123	120	119 1/2	120	119 1/2
Michigan Central	123	120	119 1/2	120	119 1/2
Northern, N. H.	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2
Ogdens & Lake Champ	83	83	83	83	83
pref.	95 1/2	96	96	96	96
Old Colony & Newport	52	52	52	52	52
Ph. Wil. & Baltimore	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Port'd, Saco & Ports	40	40	41	43 1/2	42 1/2
Union Pacific	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2
6s	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2
Land Grant 7s	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2
Income 10s	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2
Vermont & Canada	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Vermont & Mass.	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
South Boston (Horse)	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2
Cambridge	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2
Metropolitan	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2
Middlesex	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2
Central Mining Co.	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2
Copper Falls	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2
Franklin	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2
Huron	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2
Isle Royale	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2
National	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2
Minnesota	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2
Pewabic	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2
Pittsburg	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2
Quincy	66 1/2	66 1/2	66 1/2	66 1/2	66 1/2

London Stock Exchange.

Closing Prices.

Mar. 11. Mar. 4.

Atl. & Gt. West. N. Y. sec. 7 per ct.	60	70	60	70
1st mort., 1880	60	70	60	70
Do. do., 2d mort., 1881	60	70	60	70
Do. Penn., 1st mort., 1877	60	70	60	70
Do. do., 2d mort., 1882	60	70	60	70
Do. Consol. 7 per cent. mort. 1890	28 1/2	29 1/2	28 1/2	29 1/2
Detroit and Milwaukee 1st mort. 7s.	68	72	68	70
Do. 2d mort. 8 p. c.	68	72	68	70
Erie shares 100 dol. all paid	20 1/2	21	21	21 1/2
Do. sterl. 6 p. c. convertible bonds	66	68	66	68
Do. 3d mort. 7 p. c. 1883	70	75	68	72
Illinois Central, 6 per cent., 1875	103	103	101	103
Do. Redemption mort. bonds 6 p. c. 101	103	103	101	103
Do. 7 per cent., 1875	114 1/2	115 1/2	110	111
Do. 100 dol. shares, all paid	80	83	77	80
Marietta and Cin. R. R. bonds 7 p. c.	80	83	77	80
New York Central, 100 dol. shares	90	100	90	100
Penn. R. R. bonds, 2d mort. 6 p. c. 1877	97	99	95	97
Do. General mort. 6 p. c. 1910	90 1/2	91 1/2	83	89
Do. \$50 shares	45	47	43	45
Philadelphia and Erie 1st mort. 1881	90	92	89	91
Do. with option to be paid in Phila.	90	92	89	91

American Railroad Journal.

Saturday, April 2, 1870.

Stock Exchange and Money Market.

There has been undiminished ease in Money. The supply has been in excess of the comparatively moderate calls of borrowers, for both speculative and mercantile purposes. The city banks reported, in their last weekly statement, very slight changes in their averages; the most important having been an addition of \$804,886 to their loan and discount line, and of about one-fourth of a million to their specie reserve. They gained in deposits, \$93,890 and lost of legal tender notes, \$89,357. Their daily exchanges through the week averaged much less than during either of the two weeks preceding. The U. S. Sub-Treasury had its general balance enlarged over a million, chiefly in the form of coin reserve. The current rates for Money at call were 4@6 per cent.; and in the discount form, 7@10 per cent. per annum. The specie reserve of the city banks according to the latest return is \$32,271,252, against \$12,073,722 same time last year. The city bank deposits are now \$208,910,713, against \$180,118,910 week ending March 27, 1869. The legal

tender reserve amounts to \$52,685,063, against \$50,555,103 same time last year. The circulation now stands at \$33,674,394, against \$24,777,814 same time last year. The loans are now \$270,807,768, against \$263,909,589 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about \$80,208,839 a day, against a daily average of \$87,513,258 the preceding week, and \$91,336,000 the week ending with Mar. 13, 1870. The current week's exchanges average about 85 millions a day. The city banks, last week, reported a gain of \$256,505 of specie, and of \$93,890 of deposits, with a loss of \$89,357 of legal tender notes. They increased their loans, \$804,086; and reduced their circulation, \$25,169.

National Bank notes to the amount of \$287,840 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to \$322,362,531, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$22,743,307, leaving, with the existing 1,614 banks, (having an aggregate capital of \$426,399,151,) an actual circulation at this date, of \$299,614,224. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,392,650; and for the public deposits, \$17,139,500—making a total of \$359,532,150. The Treasury Department last week redeemed and destroyed \$487,159 of worn and mutilated fractional currency, and issued \$454,933 of new.

The U. S. Sub-Treasury receipts, week ending with March 26, were \$3,897,968 in coin, (including \$2,626,000 from customs duties,) and \$3,510,147 in currency; payments, \$2,708,246 in coin, (including \$227,437 of coin interest,) and \$3,522,609 in currency; balance at the close of the week, \$82,741,585 (including \$77,159,538, of coin, and \$4,432,895 of currency,) against \$81,653,246 at the close of the preceding week, showing an increase of \$1,088,339. The business of the Office on the opening day of the current week, was as follows: On Monday,

yielded about three millions; customs at the port of New York, \$2,551,059, and at the outports about \$839,000 (in coin) more, making the grand total income for the week equal to about \$6,814,000 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been 126 millions. It has been estimated that the total income of the Government from all sources in March will reach twenty-five millions.

The Gold speculation has been moderately active, since our last, and the range of the price has been from 111 $\frac{1}{4}$ @112 $\frac{3}{8}$, leaving off on Wednesday at 112 $\frac{1}{8}$. There has been a less urgent inquiry for coin for custom house purposes, as well as for export. The anticipated failure of the funding project now before Congress tended to strengthen the confidence of operators toward the close. Government has already made public its financial programme for April. It will sell two millions of Gold, one on the 6th, and another on the 20th April; while it will buy in, four millions of Five Twenties, as follows: Thursday, April 7—\$1,000,000, special fund; Wednesday, April 13—\$1,000,000, sinking fund; Thursday April 21—\$1,000,000, special fund; Wednesday, April 27—\$1,000,000, sinking fund. On Wednesday, Government closed its bond purchase for March, by buying in a million of Five-Twenties at from 106 $\frac{44}{107}$ 45, out of an offering of only \$1,185,000. On Thursday it disposed of a million of Gold at about the current rates in the open market.

The coin balance of the U. S. Sub-Treasury on Thursday morning was \$78,269,993.

The customs revenue of the port on Wednesday was \$408,000.

The coin interest payments of the Sub-Treasury on Wednesday were \$27,027.

The customs demand for Gold last week, averaged \$437,667 a day; thus far, this week, it has averaged \$550,000 a day, or equal to a weekly aggregate of \$3,300,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$91,808; and since Jan. 1 1870, \$3,931,813, against \$3,611,712 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been \$97,032,495, against \$93,333,860 in 1868-'69.

The customs revenue at the port of San Francisco, from Jan. 1 to March 18th, was \$1,504,392, against \$1,543,675 same time last year.

The exports of specie, from this port, last week, were \$118,091, against \$1,357,163 same week last year; total, since July 1, 1869, \$23,036,923, against \$30,535,028 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$227,437, and since July 1, 1869, \$66,665,828, against \$66,714,383 in 1868-'69.

The specie exports from San Francisco, from Jan. 1 to March 18, were \$8,611,743, against \$8,830,392 same time last year.

Foreign Exchange has been in moderate supply and fair request at rather variable rates. Bankers' prime sixty day bills on London closed steadily on Wednesday at 108 $\frac{1}{4}$ @108 $\frac{3}{8}$, and on Paris to 5.25@5.22 $\frac{1}{2}$; sight bills on London to

108 $\frac{3}{4}$ @109 $\frac{1}{8}$, and on Paris to 5.21 $\frac{1}{4}$ @5.20. The offerings of produce bills have been more extensive. The week's exports of domestic produce have been to the currency value of \$3,559,558, making the total since July 1, 1869, \$153,480,724, against \$119,834,618 same time preceding fiscal year.

Government securities have been in more general demand, especially toward the close, and prices have been gaining strength, since the Treasury programme for April was made public. The inquiry from investment buyers showed a decided improvement on Tuesday and Wednesday, and with very moderate offerings of bonds reported, a more confident temper was noted. The Government purchases on Wednesday finished the Treasury bond operations for March. In April, four millions of Five-Twenties will be bought in, for the Sinking and special funds. A further handsome reduction of the public debt in March was anticipated on Wednesday. The general market closed with a decidedly upward tendency for the coin-bearing obligations.

The currency sixes closed exceptionally weak, under rather freer offerings.

U. S. sixes of 1881 closed here at 114 $\frac{1}{4}$ @114 $\frac{1}{2}$; U. S. Five-twenties of 1862, 111 $\frac{1}{4}$ @111 $\frac{1}{2}$; U. S. Five-twenties of 1864 at 109 $\frac{7}{8}$ @110; U. S. Five-twenties of 1865 at 110 $\frac{3}{8}$ @110 $\frac{3}{4}$; U. S. Five-twenties of 1865, consolidated, 108 $\frac{3}{4}$ @108 $\frac{7}{8}$; U. S. Five-twenties of 1867, 109 $\frac{3}{4}$ @109 $\frac{7}{8}$; U. S. Five-twenties of 1868, 109 $\frac{3}{4}$ @110; U. S. Tenths at 106 $\frac{1}{4}$ @106 $\frac{1}{2}$, ex the March coupon; U. S. Six per cent. currency bonds, 112@112 $\frac{1}{4}$.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 16.	March 23.	March 30.
Consols	92 $\frac{7}{8}$	93 $\frac{3}{8}$	93 $\frac{1}{2}$
U. S. 5-20's of 1862...	90 $\frac{7}{8}$	90 $\frac{3}{8}$	91
U. S. 5-20's, 1865....	90	89 $\frac{1}{2}$	90 $\frac{1}{4}$
" 1867.....	89 $\frac{7}{8}$	89 $\frac{1}{8}$	89 $\frac{3}{4}$
" 10-40s	87	86 $\frac{1}{2}$	87
Erie.....	22	21 $\frac{1}{2}$	21 $\frac{1}{4}$
Ill. Central.....	117 $\frac{1}{4}$	115 $\frac{1}{4}$	115 $\frac{1}{2}$
At. and Gt. West....	29	29	....

Central Pacific Sixes closed on Wednesday at Frankfurt at 80 $\frac{1}{2}$.

State bonds have been in much more general demand, closing strong and buoyant. There has been an improved inquiry for Railway Bonds and Mortgages at the ruling prices. Central Pacific Sixes closed at 92@92 $\frac{1}{2}$. The new Chesapeake and Ohio First Mortgage Thirty year Bonds were selling rapidly at 99 per cent. and accrued interest in currency. This new loan is based on a mortgage covering over 437 miles of main line, equipment, &c., for which there is ample immediately available security in actually completed road and work done.

Railway and miscellaneous share property has been rather more sought after, chiefly on speculative account, at generally firmer prices, closing strong and buoyant, in most instances.

General business has been on a moderate scale, and prices have been fairly supported. Middling upland cotton closed on Wednesday at 22 $\frac{3}{4}$ cts. per lb. The stock of cotton now here is given at about 50,000 bales. The receipts at the port this week, have averaged about 1,900 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,321,350 bales, against 1,753,960 bales in 1868-'69; exports,

same time 1,494,000 bales, against 959,325 bales same time in 1868-'69; stock on hand at latest dates, 443,750 bales, against 393,300 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 3,316 pkgs., against 6,439 pkgs., same time in 1869. From Boston, 882 pkgs. in 1870, against 3,050 pkgs. same time in 1869.

There has been rather more animation in the line of foreign goods at essentially unchanged prices. The week's imports of foreign dry goods were to the specie value of \$2,593,455; and of foreign merchandise, \$4,181,605, making a total of \$6,721,060, against \$7,802,546 same week last year.

At the auction sale of Scranton Coal on Wednesday, 80,000 tons were sold at higher prices, ranging from 4 25@5 50, as against \$3 87 $\frac{1}{2}$ @\$5 00 in February, per ton of 2240 lbs., deliverable at Elizabethport, N. J.

At the Live Stock markets, this week, Beeves have been in less demand, at from 10@17c., per lb.; week's receipts, 6,274. Milch cows continue dull, at \$40@\$100 each, receipts, 146. Veal calves have been in moderate request, and quoted easier at from 8@11 $\frac{3}{4}$ c. per lb.; receipts, 1,225. Sheep in less demand at from 6 $\frac{1}{2}$ @9 $\frac{1}{4}$ c.; lambs at 20@24 c. per lb.; receipts, 20,236. Swine inactive at 9 $\frac{1}{2}$ @10 c. per lb., all live weight; receipts, 10,728.

The ocean freight market has shown much irregularity, and the business has not been remarkably extensive. For Liverpool we quote flour at 1s. 3d. by sail, and 1s. 9@2s. 0d. by steamer, per bbl.; grain at 2 $\frac{1}{2}$ d. by sail, and 3 $\frac{1}{2}$ @4 $\frac{3}{4}$ d. by steamer, per bushel; cotton at $\frac{1}{8}$ @ $\frac{1}{4}$ d. by sail, and $\frac{1}{4}$ d. by steamer per lb.; and heavy goods 12s. 6d.@25s. by sail, and 15s.@35s. by steamer, per ton. Total number of vessels in port on Wednesday, 418.

The balance in the Sub-Treasury on Wednesday was \$82,369,916 83.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending March 29th, and since the beginning of the year:

	1869.	1870.
For the week	\$3,085,395	\$3,559,558
Previously reported...	34,017,757	37,826,325

Since Jan. 1

The imports for the week ending March 26th, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	\$1,984,295	\$2,539,455
Gen. merchandise.....	5,818,251	4,181,605
Total for the week.....	\$7,802,546	\$6,721,060
Previously reported....	61,882,316	61,212,856

Since January 1.....

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis, Jacksonville and Chicago 1st mort., 92 $\frac{1}{2}$; Buffalo, New York and Erie 1st mort., 91; Central of New Jersey new bonds, 99; do., 2d mort., 103; Ohio and Miss. consol. bonds, 84 $\frac{3}{4}$; Toledo, Peoria and Warsaw 1st mort., W. D., 78 $\frac{1}{2}$; do., E. D., 83 $\frac{1}{4}$; Toledo, Wabash and Western consol. bonds, 79; Great Western (Ills.) 1st mort., 10s, 1868, 106; do., 1st mort., 7s, 1868, 86 $\frac{1}{2}$; New York Central Sub. bonds, 88 $\frac{3}{4}$; Chi-

cago and North Western Green Bay Extension bonds, 87½; St. Louis and Iron Mt., 1st mort., 87; New Jersey R. R., 117; Boston, Hartford and Erie, 8¼; N. Y. and New Haven R. R., 140; do., 6s, 100; Louisiana 6s, 75½; do., 6s, new, 72¾; do., 6s, Levee bonds, 76½; do., 8s, Levee bonds, 92½; Alabama 8s, 97; do., 5s, 75; California 7s, 111; Ohio 6s, 1881, 102½; do., 1875, 102; Virginia 6s, old, reg., 59; Georgia 7s, 92; South Carolina 6s, 90½; do., new, Jan. and July, 84; do., April and Oct., 86½; N. Y. State 7s, Bounty Loan reg., 109¾; do., coupon, 109¼; Brooklyn 6s, W. L., 93¾; Wells-Fargo Exp., Co., 19½; Am. Mer. Union Exp., 38; Adams' Exp., 61¼; U. S. Exp., 47; Citizens Gas, 160; Western Union Telegraph, 32½; do., 7s, 90; Am. Dock and Imp., 7s, 94; Long Dock bonds, 88; Mariposa 1st pref., 49¾; Brunswick City Land, 8½; Black Hawk gold, 0.80; Consol Gregory gold, 1.75; Central gold, 0.23; Grass Valley gold, 0.24; Quartz Hill gold, 0.48; Smith and Parmalee gold, 1.60.

Philadelphia.—Pennsylvania and N. Y. Canal 7s, 91; Lehigh Nav. conv. loan, 78; Junction 1st mort., 89; Huntingdon and Broad Top 1st mort., 87½; Oil Creek and Allegheny River R. R., 39¾; do. bonds, 78; East Pennsylvania R. R., 40; Chesapeake and Delaware Canal, 40; Delaware Division Canal, 46; Pennsylvania coupon 5s, 97; New Jersey 6s, free, 102½; New York and Middle Coal Fields, 4¾. The latest quotations are: City 6s, 100@100½; do., free of tax, 102@102; State 5s, coupon, 97@98¾; do., 6s, W. L., 101¼@102¼; do., 1st series, 103@103½; do., 2d series, 105½@106¼; do., 3d series, 107¼@108; Reading, 78¾@78¾; do., 7s, 1893, 103@105; do., mort. 6s, 1880, 90@91; Camden and Amboy, 117@117½; do., mort. 6s, 1889, 94¾@95; do., 1883, 87½@—; do., 1889, 87@88; Penn. R. R., 56¾@57; do., 1st mort., 98@99; do., 2d mort., 98@99; Little Schuylkill R. R., 41@42; Morris Canal, 30@31; do., pref., 62@64½; do., 6s, 80@82½; do., scrip 7s, 65@67; Susquehanna Canal, 8@10; do., 6s, 44@50; Schuylkill Nav., 6½@7; do., pref., 15¼@16; do., 6s, 1882, 58@60; Elmira and Williamsport pref., 40@40; do., 7s, 1873, 93@94; do., 5s, 59@62; Lehigh Coal and Navigation, 32@32½; do., 6s, 1884, 84@85; do., R. R. Loan, 90@90½; do., Gold Loan, 88@88½; North Pennsylvania, 37½@—; do., 6s, 92½@—; do., Chattle 10s, 111@112; Philadelphia and Erie, 28@28½; do., 6s, 90@92; Minehill, 51½@52; Catawissa, 13@20; do., pref., 35¼@35½; Lehigh Valley, 54¼@55; do., 6s, 97@98; do., 6s, reg., 96¾@97; Fifth and Sixth streets, (horse,) 37@40; Second and Third, 41½@42; Thirteenth and Fifteenth, 20@22; Spruce and Pine, 22@25; Green and Coates, 37@39; Chestnut and Walnut, 43@43½; Hestonville, 12¾@12¾; Union, 41@44.

Boston.—Old Colony and Newport 6s, 1875, 94; Vermont Central 1st mort., 1886, 81¾; do., 2d mort., 1891, 42; Eastern R. R., 6s, 1874, 97; do., 1389, 95¾; do., 1885, 93¾; Vermont Central and Vermont and Canada 8s, 1877, 100½; St. Joseph and Council Bluffs 8s, 1874, 97½; do., 10s, 1892, 107¾; Burlington and Missouri River R. R., 7s, 1893, 86¾; do., 8s, 1894, 99¾; Missouri River, Fort Scott and Gulf R. R. 10s, 1899, 100¾; Cheshire 6s, 1877, 92¾; Indianapolis, Cincinnati and Lafayette 7s, 70; Eastern (N. H.),

R. R., 113; Connecticut and Passumpsic Rivers pref., 85½; Boston, Clinton and Fitchburg pref., 62¾; Cincinnati, Sandusky and Cleveland R. R., 21½; do. 6s, 1900, 72¾; do. 7s, 1890, 74¼; Summit Branch, 24½; Norwich and Worcester, 107; Boston Water Power Co., 17½; Cary Imp., 6½; Maine 6s, 97½; Massachusetts 6s, 5-20s, currency, 100¾; do., 6s, 1874, gold, 108¼; do. 1875, 107½; do. 1876, 107¼; do. 5s, 1894, 96¾; do. 1883, 98¾; Charlestown 6s, 1874, 98¾; Cincinnati 7 3-10s, 1888, 104; Brooklyn 7s, 101½; Quincy (Ills.) 6s, 1886, 61¼; Bangor 6s, 1894, R. R. Loan, 86¾; St. Louis 6s, 1887, 85¼; do. 1895, 86; Peoria (Ills.) 7s, 1888, 89¾; Chicago 7s, municipal, 96½; do. River Imp., 96½; Boston 6s, gold, 1882, 99; do. 1876, endorsed, 100; Alton Mining Co., 1; Phoenix, 18.

Baltimore.—Atlanta and Gulf R. R., 79½; Central Ohio, 24; do. 1st mort., 83; Orange, Alexandria and Manassas 7s, 1882, 77¾; Western Maryland 1st mort., 73; do., 2d mort., 75½; do. 2d mort. guar., 87; do. 2d mort. pref., 60; Orange and Alexandria 4th mort., 8s, 75; Pittsburg and Connellsville bonds, 90½; Virginia 6s, old, reg., 58¼; do., 1867, 60½; Maryland Defense Loan, 101½; George's Creek Coal, 63¼. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 91@92; Balt. and Ohio, 139@140; do., 6s, 1875, 95½@96; do., 1880, 94@96; do., 1885, 97@97½; Northern Central, 48@48½; do., 6s, 1885, 90@91½; do., 1900, 90@90¼; do., 6s, 1900, gold, 97@98; Parkersburg Branch, 23½@30; N. W. Va. 1st mort., 93@96; do., 2d mort., 92@93; do., 3d mort. 1885, 85@—; Marietta and Cincinnati 7s, 1892, 91½@91¼; do., 2d mort., 73¼@75; Central Ohio, 23½@25; do., 1st mort., 83@83¼; Western Md. 6s, 1890, 75¾@78; do., guar., by Baltimore City, 85@90; do., 2d mort., guar., 85@88; do., 6s, pref., 60@65; do., 6s, guar., by Washington Co., —@80; Richmond and Danville bonds, 76@76; Orange and Alexandria 1st mort., 6s, 79@86; do., 2d mort., 6s, 75@76; do., 3d mort., 8s, 83@84; do., 4th mort., 8s, 74½@76; Orange, Alexandria and Manassas 7s, —@78; Virginia and Tennessee 8s, 80@—; do., 6s, 1st mort., 75@—; do., 6s 2d mort., 70½@—; Baltimore 6s, 1875, 95@95½; do., 1886, 93¼@95; do., 1890, 93@93¼; do., 1893, 93@—; do., 5s, 1838-70, 73@80; Memphis City 6s, 50½@51¼; Maryland Defense Loan, 1883, 100¼@101½; City Passenger R. R., 17½@18; George's Creek Coal, 62@63; Atlantic Coal, 2.25@2.50; Bare Hill, 0.10@0.20.

☞ The Snow Hill (Md.) *Shield* says that the Worcester Railroad is to be speedily commenced. It was so decided by the Board of Directors at their meeting in Snow Hill on Tuesday last, and which conclusion will meet with general approval. Of course a few weeks must elapse before the grading is undertaken, but the arrangements are being rapidly made for the commencement of the work.

☞ The rails have been laid on the Winchester and Strasburg railroad to Cedar Creek, across which a temporary trestling is being built. Beyond this, to the junction with the Manassas Gap railroad, the road bed is ready for the rails, which will be laid, and the road ready for the trains by the 1st of April.

Quincy Mining Co.

From the Report of the Directors of this company for the year ending December 31, 1869, we learn that the shipments of the season amounted to 2,878,128 lbs. of mineral, which has been smelted at Detroit, and yielding nearly 84 per cent, or 2,417,365 lbs. of ingot copper. The product of the mine for the year, as prepared for shipment, was 2,932,054 lbs., or 1466 tons of mineral, of the following descriptions, namely:—Stamp copper, 2,816,900 lbs.; mass copper, 115,154 lbs.; total, 2,932,054 lbs.;—for which, estimating only the product of December, left over at the mine, and the small amount of copper on hand unsold, at 18½ and 21c. per lb., has been realized the gross sum of \$528,493 10; in addition to which there has been realized from sale of silver \$588 77—making the gross earnings \$529,081 87.

The expenses of the year are as follows:—Running expenses \$336,995 23; building and construction account \$5,847 03; other expenses \$60,731 12; total \$403,573 88—which, deducted from gross earnings, leaves as profits \$125,508 49. There has also been realized during the year, from interest on loans, \$3,178 70, giving as net results of year's business \$128,687 19.

The balance of assets on hand, as of date January 1, 1869, was \$218,980 28; earnings of 1869, \$128,687 19; total, \$347,667 47. Deduct dividend paid March 20, 1869, \$40,000; realized less than estimate \$1,764 36; total \$41,764 36;—making balance of assets on January 1, 1870, \$305,903 11.

There is also in addition the special reserve fund of fifty thousand dollars set apart for the endowment of an insurance and repairs account, and fully secured by mineral, mining supplies and materials, worth to the company at least twice that amount.

From the net earnings of the year the directors have declared a dividend of \$120,000, or six dollars per share, payable March 10, a return which must be satisfactory to the stockholders, leaving as it does the accumulated surplus unimpaired, and sufficiently large to carry on all the operations of the company in the most economical manner.

Chicago and Northwestern R. R.

The *Mining Journal*, published at Marquette, Mich., says that the Chicago and Northwestern Railroad Company have decided to extend their road north from Green Bay immediately, and will put a large force of men at work as soon as the snow disappears. They promise to have the cars running to Menominee by the 15th of July, thence to Escanaba at the earliest day practicable. We look forward to the time when trains will run over the Harvey branch direct to Marquette.

☞ *Herapath's Journal* says that £228,000 of the Second Equipment Mortgage bonds of the Grand Trunk Railway are to be immediately issued, which with the £42,500 already issued to the Buffalo and Lake Huron Company will make £270,500 of the whole £500,000 Second Equipment bonds, authorized three years ago. This will leave for issue only £229,500 at some distant period. The bonds bear six per cent interest, and rank next to the First Equipment bonds, and before the First Preference bonds.

New York and Hempstead R. R.

This road, the charter for which has just been obtained under the General Railroad Law, starts from the south of Mr. A. T. Stewart's Hempstead Plains purchase, running through the village of Hempstead, crossing the South Side Railroad at Valley Stream, thence along the southerly part of the village of Jamaica, through Flatbush and New Utrecht, striking New York harbor at Bay Ridge dock, thence by ferry to the foot of Wall street, New York. Five miles will be completed the coming summer, bringing it to where it intersects the South Side Railroad.

Lake Superior Iron Mining.

We have received from A. P. SWINEFORD, Esq., Editor of the *Mining Journal*, Marquette, Michigan, a copy of a pamphlet, compiled by himself, entitled "The Lake Superior Iron District—History of its Mines and Furnaces." The pamphlet contains 92 pages, with an Appendix of 16 pages, and a map of the Lake Superior Iron Region, showing Mines, Furnaces, Railroads, etc. From pages 83, 84 and 85, we copy the following tabular statements:

The following table exhibits, in gross and net tons, the amount of ore shipped from the mines in 1869, and the value when loaded in the cars:

Mine.	Gross Tons.	Net Tons.	Value.
Jackson.....	122,245	143,635	\$641,225
New York.....	67,698	75,872	338,490
Cleveland.....	111,897	125,325	559,485
Lake Superior.....	181,343	147,109	656,715
Washington.....	58,462	64,979	292,310
Lake Angeline....	35,432	39,684	177,160
Barnum.....	33,484	37,503	167,420
Edwards.....	19,151	21,450	95,755
Champion.....	19,458	21,793	97,290
New England....	12,632	14,148	63,160
Foster.....	12,981	14,539	64,905
Marquette.....	2,051	2,798	10,255
Cascade.....	404	452	2,020
Total.....	633,238	709,387	\$3,166,190

The following table exhibits the total product of each mine during the whole of the time they have been worked:

Mine.	Gross Tons.
Jackson.....	823,376
Cleveland.....	597,112
Marquette.....	37,372
Lake Superior.....	766,220
New York.....	210,640
Lake Angeline....	173,414
Edwards.....	44,282
Iron Mountain....	16,594
Barnum.....	47,864
Foster.....	18,981
New England.....	33,114
Washington.....	149,591
Champion.....	25,713
Cascade.....	452
Total.....	2,944,677

The following table exhibits the total product of all the furnaces for the year 1869, in gross tons, together with the value:

Name of Furnace.	Gross Tons.	Value.
Pioneer.....	5,494	\$267,230
Collins.....	3,416	153,720
Michigan.....	5,713	285,085
Greenwood.....	4,480	201,600
Bancroft.....	3,407	153,315
Champion.....	5,560	349,200
Deer Lake.....	2,574	115,830
Jackson.....	4,470	201,500
Schoolcraft.....	3,013	135,540
Marquette & Pacific (bar iron).....	377	39,575
Total.....	39,504	\$1,802,245

The following table exhibits the total product of the Lake Superior furnaces since the first iron was made in 1858:

Furnace.	Gross tons.
Pioneer.....	43,566
Northern.....	15,068
Collins.....	29,244
Michigan.....	14,026
Greenwood.....	16,698
Morgan.....	20,891
Bancroft.....	26,441
Champion.....	9,842
Jackson.....	9,016
Schoolcraft.....	4,748
Deer Lake.....	3,024
Marquette and Pacific (bar iron).....	377
Total.....	194,162

The following is a comparative statement of the production of ore and pig iron in this district from 1856 to 1869, inclusive:

Year.	Iron Ore.	Pig Iron.	Ore & Pig.	Value.
1856.....	7,000	.....	7,000	\$28,000
1857.....	21,000	.....	21,000	60,000
1858.....	31,035	1,629	32,661	249,202
1859.....	65,679	7,258	72,937	575,529
1860.....	116,908	5,660	122,568	736,496
1861.....	45,430	7,970	53,400	419,501
1862.....	115,721	8,590	124,311	984,977
1863.....	185,257	9,813	195,070	1,416,935
1864.....	235,123	13,832	248,955	1,867,215
1865.....	196,256	12,283	207,539	1,590,430
1866.....	296,972	18,437	315,309	2,405,960
1867.....	466,076	30,911	496,987	3,475,820
1868.....	507,813	38,246	546,059	3,992,413
1869.....	633,238	39,003	672,241	4,968,435
Total.....	2,915,468	394,162	3,119,630	\$22,769,718

All the ore and pig iron shipped was carried over the two railroads to Marquette and Escanaba. The relative amounts carried over each line was as follows:

Iron Ore:	Net tons.
Chicago and Northwestern Railway to Escanaba.....	367,833
Marquette and Ontonagon Railroad to Marquette.....	341,554
In favor of Escanaba.....	26,269

Pig Iron:	Gross tons.
Marquette and Ontonagon Railroad to Marquette.....	21,231
Chicago and Northwestern Railway to Escanaba.....	11,000
In favor of Marquette.....	10,231

New Jersey Western R. R.

A very important document has just been recorded at the office of the County Register, being no less than a three million dollar mortgage, on which three thousand dollars in revenue stamps are affixed. The mortgage is given to Theodore F. Randolph and Benjamin G. Clarke, as security for the payment of its bonds by the New Jersey Western Railroad, commonly known as the Peapack. The company are to issue three thousand bonds, each of 1,000, to be paid in gold on the first of May, 1900, and bearing interest at seven per cent., payable semi-annually.

The mortgage covers the road from "its easterly terminus at the City of Newark to its westerly terminus in Pennsylvania," and is signed by John H. Lyon, President of the company, and Beverly C. Sanders, its secretary. From the instrument it appears that the road is to have a terminus in this city, thus opening another route to the West from Newark. This fact is not generally known, it having been thought that Elizabeth would be the favored spot. The knowing ones say that the road will enter Newark between Clinton and Springfield avenues.—*Newark Courier*.

Narrow Gauge Railways.

Many persons in England are apt to suppose that we have come to the end of railway extension. Still, those who are acquainted with the demand, must be aware that we are speaking literally when we say that railways are as yet in their infancy. There is an enormous demand for them in India, for instance; and yet every man of common sense must admit that, judging by all English examples, it is perfect madness to construct them on the received system, which means ruinous expenditure and dead loss.

It may be well to begin by reminding our readers that in October last (the 19th and 20th) we gave a pretty full account of what is known as the Fairlie system of railway working—a system by which lines of the lightest construction and very narrow gauge may accomplish work hitherto deemed within the means only of lines of ponderous construction and broad gauge, and by which also the standard lines may either partly diminish expenses, or, without additional cost, well nigh double their carrying capacity. The characteristics of the system will appear in the sequel; for the present we proceed to state that Mr. Power, the vice-chairman of the Porti and Tiflis Railway Company (a railway of 300 versts in the Caucasus), and Mr. Crawley, the contractor for its constructions, were so struck with the merits of the Fairlie system, that they strongly recommended its adoption to the Russian Government, not only for the line prepared in the Caucasus, but also for all lines throughout that vast empire, where railways are of prime necessity, and where now, according to the new plans, five miles can be provided at a cost which was swallowed up in three miles, according to the old one. The recommendation carried the greater weight, inasmuch as the works of the Porti and Tiflis Railway were far advanced, and on a length of 15 versts the rails are actually laid down. The proposition, therefore, was that the Russian Government would find their advantage, even on these conditions, of changing the plans on which so much work had been expended, taking up the rails which have been laid down, and constructing the line on a gauge of 2 ft. 6 in., or exactly half the standard Russian gauge. The Minister for Public Works, Count Bobrinsky seized upon the idea. Mr. Fairlie went to St. Petersburg to explain his scheme in detail; and the result of all is that an Imperial Commission has been sent over to this country to inspect the actual working of the system in various places, but chiefly on a wonderful little railway of two-foot gauge.

The chief of the Commission is Count Alexis Bobrinsky, cousin to the Minister of Public Works. He is accompanied by a considerable staff of engineers, foremost among whom may be mentioned Professor Saloff, of the Russian Imperial Institute; and Mr. Roehrborg, the manager of the most successful railway in Russia; and by personal friends, as Count Zamoyiski and Count Alexander Berg, who take an interest in the question of railways. At the same time Mr. Fairlie offered to the Indian Government the opportunity of witnessing the experiments to be instituted for the Russian Commissioners; and they, being themselves anxious for the means of improving and economizing their own railway system, at once resolved to take advantage of the offer. They appointed a Commission, consisting of Lieutenant-General Sir William Baker, R. E., and a member of the Council of India; Mr. Thornton, Secretary of the Public Works Department in the India-office; and Mr. Danvers, Government Director of Indian Railway Companies, to accompany the party. Captain Tyler also, the Government Inspector of Railways, who has already reported favorably on the Festiniog Railway of two foot gauge, attended on behalf of the Board of Trade, and Mr. Phil, Chief Engineer of Railways in Norway, was present on the part of the Norwegian Government. Besides these gentlemen, who went to witness the trials officially, others took an interest in the various proceedings in a private capacity; chief among them being the Duke of Sutherland and Count Bela Szechenyi. The Duke took

an especial interest in the inquiry, as he is not only a director of the North Western Railway Company, but is himself the proprietor of a considerable length of railway on his Sutherlandshire estate.

The party thus constituted started off on Thursday, and proceeded by Shrewsbury into Wales. At Portmadoc is the terminus of the line known as the Festiniog Railway, of two foot gauge (really 1 foot 11½ inches), which was the principal subject of investigation.

The Festiniog Railway, which is pronounced by no less authority than Captain Tyler, the Inspector of Railways, to be the most instructive line in the three kingdoms, and which seems destined by its success to give a new impulse to railway engineering, is itself one of the oldest in existence. The Act for it was obtained in 1832, but in the first instance it was constructed only for horse traction. It is a single line, 13½ miles in length, with a branch of one mile connecting the slate quarries of Festiniog with the quays of Portmadoc. The terminus at Festiniog has 700 feet of elevation above that of Portmadoc, the average gradient being one in 92, which is enough to secure the descent of the trains on the return journey from Festiniog to Portmadoc by the impetus of gravitation. The line runs through a rude, rocky country, and has to adapt itself to an endless variety of curves along the contour of the hills, so that a train of any length has frequently to wriggle in serpentine fashion along two or three reverse curves, some of them sharp enough—the radius being 2½ chains. On these curves the cant or super-elevation of the outer rails is never more than three inches. The line, in the old days when it was worked by horses, was originally laid with rails of 16 lbs. to the yard. When, about eight years ago, it was adapted to the locomotive, it was fitted with rails of 3 lb. to the yard, most of which have been in use ever since. These, however, were found too light for the work, and are now being replaced by double-headed rails of 48½ lbs. to the yard. The wheels of the carriage being less than two feet apart, it is found convenient to arrange most of those for passengers after the fashion of an Irish car, with footboard overhanging the wheels. In this way the carriages are so low hung, and even carriages of the ordinary build are so near the ground in consequence of the small diameter of the wheels, that the expense of platforms at the stations is avoided. The whole expense of constructing and reconstructing the line, including tunnels, one of them 700 yards in length, with branch lines to the slate company's inclined planes and the quays at Portmadoc—in all 14 miles, has been 75,000£, or at the rate of 5,378£. per mile. The value of the rolling stock on the line is 28,000£, or at the rate of 2,000£. a mile. And now comes the most important point of all, which is that the original capital of the company is 36,185£, and that all the extra money which has been laid out on the line has been taken from the revenue. In this sense, therefore, as the net revenue of the company is 10,622£, it appears that the line yields a dividend of 29½ per cent. on the original capital. A sum of 50,000£, however, paid out of revenue for improvements and reconstructions, has been capitalized—making the total capital 86,000£. In this sense the net revenue of the line yields a dividend of 12½ per cent. Which ever way the fact is to be stated, it is a most remarkable one, and must fill many a shareholders heart with envy.

The chief cause of this wonderful result is the narrowness of the gauge, which has enabled the Festiniog Company to economize in many ways. Thus, for example, the trucks for goods or minerals, even when fully loaded, have less of dead weight on a narrow than on a broad gauge. The best wagons on the standard gauge of 4 ft. 8½ in. are reckoned to weigh about 7 cwt., and to carry 12½ cwt. of pig iron or coal for every foot of their length, the dead weight being in the proportion of 56 to 100 of the *maximum* paying load, or 36 per cent. of the entire load. On the other hand, the wagon for a three feet gauge is calculated to weigh 2½ cwt., and to carry 8 cwt. for every foot

on its length, the dead weight in this case being a very little over the proportion of 31 to 100 of the *maximum* paying load, and under 24 per cent. of the entire load. But there is still another point of view from which it can be shown that the wagons for goods and minerals on a line of narrow gauge are not so disproportionate in weight to the weight carried as they are on the broad gauge. In goods traffic it is well known that the dead weight of a train is enormous—something like 70 or 80 per cent. of the total weight hauled. If goods are to be delivered on a long line of railway, they are in this country arranged in many more wagons than are necessary to hold them, because a goods wagon cannot, like a passenger carriage, unload itself, and the train cannot wait till the unloading at a particular station is finished. It has to pass on, leaving the wagon of goods for that station behind; and it is more than probable that for this purpose the wagon has been but half or a quarter loaded. This becomes serious when wagons that weigh several tons carry but a fraction, often a small fraction, of their own weight. Such a source of expense disappears to a large extent on a narrow gauge line, where the wagons are comparatively small, and it is but one example of the saving which may be effected in the working of such a line in addition to the saving of cost of construction in the first instance.

This remark would hold good of the narrow gauge in itself and worked according to the ordinary system; but it is in the working of the Fairlie system that the greatest saving of all is effected, and it is mainly, indeed almost entirely, in consideration of the economy, the increased power, and the diminished wear and tear which this system implies that a much narrower gauge than that now in general use has begun to find favor in the eyes of practical men. It was long before the Festiniog Railway Company could get a line of such steep gradients, combined with sharp curves, which they could guarantee. At last Messrs. George England & Co. undertook the task, and supplied engines which worked with perfect success, and then people began to believe in a railway of narrow gauge. One of Mr. Fairlie's engines has now been built for the line—it is called the Little Wonder, as the other engines which have preceded it have been called the Welsh Pony, the Little Giant, as well as by other diminutive names—and the result has so surpassed expectation in the power it exerts, in its gentleness of action, in its economy of fuel, in its saving of the rails, and in its adaptation to troublesome curves and gradients, that for the first time practical men have discovered that a gauge of 2 ft. 6 in., or 3 ft. at the very utmost, is enough for the heaviest traffic. It is no secret that two engineers of eminence, Mr. Fowler and Mr. Fairlie, have pronounced a 3 ft. gauge to be ample for all the requirements of India, and there were men of position in the party which went down to Wales, men with characters to lose, who made what seems to us the hazardous statement that on a gauge of even 2 ft. 6 in. they would undertake, with the Fairlie engine, to work the heaviest traffic in the world—that of the London and North Western Railway. Be that as it may, it must be strange for those who can remember the battle of the gauges to find that what was then known as the narrow gauge is now in its turn attacked as being much too broad, and is even described in the terms which have been applied to more than one scheme of the Brunels as a gigantic folly. Our 4 ft. 8½ in. gauge is now established in so many countries—it is used not only in Great Britain, but also in France, Belgium, Switzerland, Italy, Austria, Prussia, Denmark, Egypt, the Cape of Good Hope, Australia, the United States, and Central America—that we seem to think of it as a standard of perfection. In some countries there will be found a still broader gauge—as in England, itself, in Ireland, in the United States, in Canada, in Australia, in India, South America, in Portugal, in Spain, in Russia; but in very few will a narrower gauge be found. In England we have 14 miles on a 2 ft. gauge, and a few more on a slightly broader gauge; in Belgium there is a 3 ft. 8 in. gauge; in France, a 3

ft. 4 in. gauge; in India may be found a 4 ft. gauge; and in Norway and Sweden one of 3 ft. 6 in.; on the Mont Cenis Railway there is a 3 ft. 7½ in. gauge; and in Queensland one of 3 ft. 6 in.; and now we have opinion tending towards a gauge of 2 ft. 6 in., or of 3 ft., as the standard for the future.

It is easy to determine on light railways of narrow gauge, and to construct them. The difficulty is to work them, and to work them in such a manner that their capacity and their economy shall bear comparison with railways of larger design and more elaborate construction. Hitherto railways of light construction and narrow gauge—that is, narrower than 4 ft. 8½ in.—have been in little favor, because of the limited power and destructive effects of the locomotive. Take for example, the oscillation. This is very destructive on the standard gauge; it is, indeed, the chief cause of destruction to the permanent way—a fearful item of expense. But it is still worse on a narrow gauge, and necessitates diminished speed on battered rails. Therefore, practically, a narrow gauge was but of limited application to ordinary traffic until a locomotive such as that of Mr. Fairlie, could be invented, free, or nearly free, from oscillation. And again, since a narrow gauge generally implies lightness of construction, and since lightness of construction implies sometimes roughness of workmanship, and nearly always such an adaptation of the railway to the surface of the country that it must dispense to a great extent with cuttings, viaducts, and other works and must be ready to accept to the fullest extent possible a line of sharp curves and heavy gradients, it was necessary to devise a locomotive for it capable of good and safe speed on these conditions; and there was none such of sufficient note in existence until the double bogie engine of Mr. Fairlie was produced, which combined great size and power with freedom from oscillation and with a short wheel base that could be worked round curves of 6 ft. radius and even less.

We must reserve for a day or two a full description of the performances of Mr. Fairlie's engines in Wales, because it is desirable to give the results of all the experiments, with their success and their failure, together. The last of the experiments is made to-day, and we shall state all when we know all; but in the meantime we cannot be wrong in saying that there was an absolute unanimity of opinion among all those who witnessed the working of that narrow gauge railway at Festiniog that the standard gauge of 4 ft. 8½ in. is far beyond all ordinary requirements. There may be some difference as to the precise gauge which is best. Mr. Spooner, the engineer of the Festiniog Railway, strongly advocated a gauge of 2 ft. 6 in., and he was supported in this view by practical men of great experience; others seemed to hold that a gauge of 3 ft., giving greater freedom of space, would be best, but all appeared to be convinced that a gauge much narrower than that now in general use is capable of work which is at present little imagined in the railway world. If this view be correct, it involves some most important results.—*London Times*.

☞ In Richmond, Va., on the 22d ult., on the application of S. M. Shoemaker, President of the Alexandria and Washington Railroad Co., Judge Underwood granted an order instructing the receivers to turn the road over to the company. The *Alexandria Gazette* says that the effect of this order is to turn the railroad over from Stevens and Phelps, receivers, to Stevens and Phelps, general superintendent and general manager of the road.

☞ The Shenandoah Valley Railroad Company was recently organized at Luray, Page Co., Va., by the election of a board of directors with Peter D. Borst as President. The directors decided to employ a competent engineer to commence an early survey for location of a route.

Journal of Railroad Law.

RAILROAD COMPANIES—LEGISLATIVE JOURNALS—WHEN LIABLE FOR DESTRUCTION OF ANIMALS.

The action of The Illinois Central Railroad Co., vs. Wren, (43 Ill., p. 77,) was brought by Wren against the Illinois Central Railroad Company to recover the value of a cow killed by a passing train in the town of Clinton. The plaintiff recovered a judgment for fifty dollars, from which the defendant took an appeal to the Circuit Court. In that court a jury was waived and cause tried by the court, and judgment rendered in favor of the plaintiff for forty-five dollars. From this judgment the defendant appealed. The following is the opinion of the court delivered by

LAWRENCE, J.—As to the merits of the case before us, a witness called for the plaintiff swears he was standing in the door of a barn, watching the approaching train; that he distinctly saw the cow standing still upon the track; that she was in full view of the engineer from the time the train emerged from a cut until it struck the cow, a distance of two or three hundred yards, and that the speed of the train was not slackened.

The engineer was sworn, and admits the speed was not slackened, but says the cow was not on the track when he emerged from the cut, but was afterwards driven on it by a dog, and so near to the locomotive that he could not avoid running over her. There was a third witness called, but he was not in a position where he could see the cow. The engineer says he was running at about eight or ten miles per hour. If running at this speed, with a cow in full view, standing on the track, while the train was going two hundred yards, he deliberately ran over her without any attempt to check the speed of his train, which in that distance might so easily have been done, it was gross and willful negligence, for which the company must be held responsible. This court has constantly held, from the *Patchin case*, 16 Ill. 198, to the present time, that gross or willful negligence on the part of the road, will make it liable for injury to an animal, even though the animal be improperly on the track. If, on the other hand, in the case before us, the cow was suddenly driven on the track by a dog, and there was no fault on the part of the engineer, the company would not be responsible. But on this point the two witnesses differ, and there is no ground for saying the court gave credence to the less credible of the two. The plaintiff's witness was disinterested and testified clearly and positively. The judgment must be affirmed.

Judgment affirmed.

New Freight Cars.

We have lately examined a new freight car, constructed by the Mobile and Ohio Railroad Company, at Whistler, from plans made by and under the immediate direction of the Chief Engineer and General Superintendent. This car is the first one of three hundred which the company are building for the St. Louis business, to run through from Mobile to St. Louis without breaking bulk. It possesses some new and interesting features, which are best described by an intelligent and experienced superintendent of another road as "entirely removing all danger from the falling of brakes and swinging beams, the pulling out of draw-heads, and the breaking of bunters." It is said that the cars upon this plan can be kept in order at thirty per cent. less cost than those constructed upon the usual plans, besides entire immunity from accidents of the kind referred to.

We understand that it is the intention of the company to load this car with coffee of direct importation, and send it through to St. Louis as soon as the inclined planes and steamer for transferring cars are finished.—*Mobile Register*.

Notice to Contractors.

THE WESTERN MARYLAND RAILROAD Company, having secured the aid of the city of Baltimore, will soon be in funds sufficient to complete the road from Pipe Creek Bridge to Hagrestown, and will receive Proposals until 9th April for all the unfinished Grading and Bridging on the uncompleted sections, the work on which has been suspended for a year.

Payments made in cash for all work done.

The work on the Graduation, Masonry, and Superstructure of Bridges will amount to about \$200,000.

For all information as to the present condition of the work to be done apply to

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On Tuesday morning, May 3rd, 1870, at 10 o'clock, will be sold at public sale on the premises of Richard Norris & Son's Locomotive Works, 17th Street, between Pennsylvania Avenue and Spring Garden St., the entire valuable machinery, consisting of 5 STATIONARY ENGINES varying from 15 to 100 horse power; 14 Cylinder Boilers; 50 Planing Machines varying from 12 to 60 inches, length of bed from 2 to 36 feet; 100 Slide Rest and Screw Cutting Lathes varying from 12 to 36 inches swing; Length of Shears from 3 to 26 feet; 50 small hand Lathes; 2 very large Slide Rest, Wheel Lathe swing 6 ft. 6 in.; 25 Slotting machines various size strokes; 2 Merrick & Son's Large Steam Hammers; 20 double and Single Drill Presses; 1 Seller's Hydraulic Wheel Press; 1 Seller's large size Boring Mill with universal chuck; 1 Whitworth Radial Drill Press; 1 Whitworth Screw Cutting Slide Rest Lathes large size; 1 Whitworth 48 inch Planer; Double head gear cutting engine, large size; large and heavy Railroad Iron Shears; 1 Tyre Expanding and Rounding machine; 1 Tyre Bending machine with Furnace Castings with Fire Brick; Shafting, Hangers, Pulleys, and Couplings; 3 large Platform Scales; 6 small Platform Scales; 4 new Lever Beams—graduated to weigh 16 Tons each with weight complete—the above Scales made by Abbott & Co.; 2 complete Furnaces for Heating Scrap Iron with Boiler on top—to supply Steam Hammers; 100,000 Lbs. Slabs Wrought Iron faggottit from Boiler and machine shops scraps of the best quality; 1 complete Photographic Apparatus; Tons wrought and cast scrap Iron \$50,000 worth; New Bar and Tool Steel; Bar Iron; 10,000 feet of Belting; 50,000 feet of Gas pipe; 200 feet large Lead Water Pipe; Machinists', Blacksmiths' and Boiler makers' Tools; complete assortment of Foundry Flasks; Ladders; 2 Cupolas; Large Foundry Cranes; 1,000 new Birmingham Boiler Flues; 2 in. Diameter No. 12 Wire Gauge; 200 Anvils; 500 Vices; Spinners, Lathes and Tools, Jacket Machine, Wood Planing machines, Circular Saws, Large Locomotive Trucks, Turn Tables, Carts, Drays, Harness, &c., &c. Catalogue ready April 1st, can be obtained by applying to the Auctioneers. The sale will commence Tuesday, May 3rd, at 10 o'clock, and will be continued daily until the whole is sold. The Factory will be open on Monday, May 2d, for examination.

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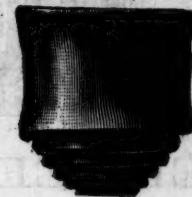
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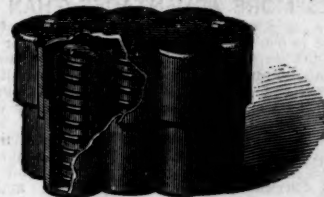
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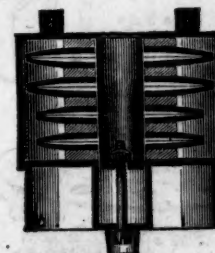
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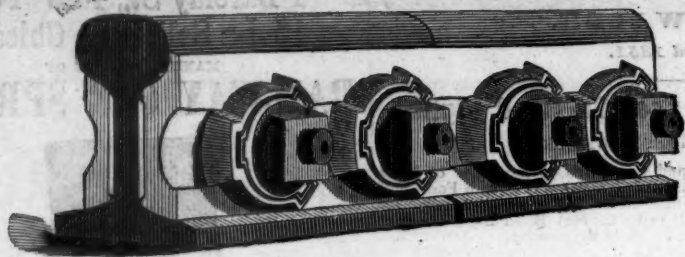
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We confidently claim for the PATENT COMPENSATING FISH-JOINT:

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